

BRITAIN'S BIGGEST SELLING DIRT BIKE MAGAZINE

dirtbikerider.com

DIRTBIKE



ONEAL
SINCE 1970

2016 MX

MEGA TEST!

WE GO ALL OUT TO FIND
WHICH BIKE IS BEST...

PHOTO FRENZY!

RED HOT IMAGES FROM
THREE DIFFERENT DECADES

FACTORY FIREPOWER

WE RIDE AND RATE RACE BIKES
OF THE RICH AND FAMOUS

KNIGHTER LETS RIP!

THE MANX ENDURO ACE
SHOOTS FROM THE HIP

JANUARY 2016 £3.85



01 >

STEVE TURNER | ARENACROSS | F-15MX MEPAL | STRAIGHT RHYTHM | TONY CAIROLI



ELEMENT SHOCKER KIT

ELEMENT Jersey SHOCKER black/orange

ELEMENT Pant SHOCKER black/orange

MATRIX Glove RACEWEAR black/white

RDX Boots white

Full 2016 collection available at

[freestyleXtreme.com](#)



◀ ANDY BOLLER
[Former MX Pro / O'Neal Product Manager]

ONEAL
SINCE 1970



AS WORN BY
**JONNY
WALKER**



NXT SERIES

Our performance-leading series has just got even better. Torture tested by the fastest racers in the off-road hemisphere the new NXT line fits better, performs better and lasts longer. Reap the benefits years of development have accomplished.

Distributed in the UK by



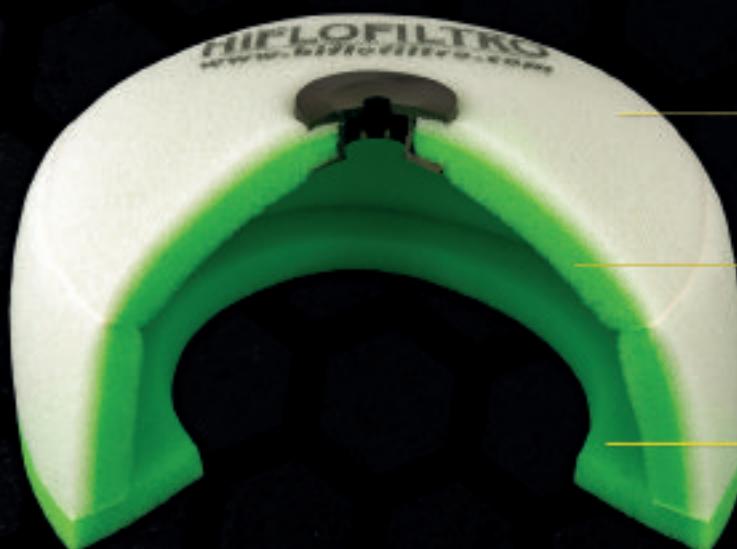
HIFLOFILTRO
PREMIUM FILTERS

RACE PROVEN DUAL-FOAM AIR FILTERS

Reusable and easy to clean. Final construction of Hiflofiltro filters uses a specially formulated adhesive that is unaffected by repeated cleaning and oiling cycles, ensuring a long filter life and reliable engine protection.

Hiflofiltro Dual-Stage foam filters are designed to increase airflow into the intake, maximising the power available from your engine. Flow bench tests have proven that dual stage filters provide increased airflow while reducing the tendency to clog.

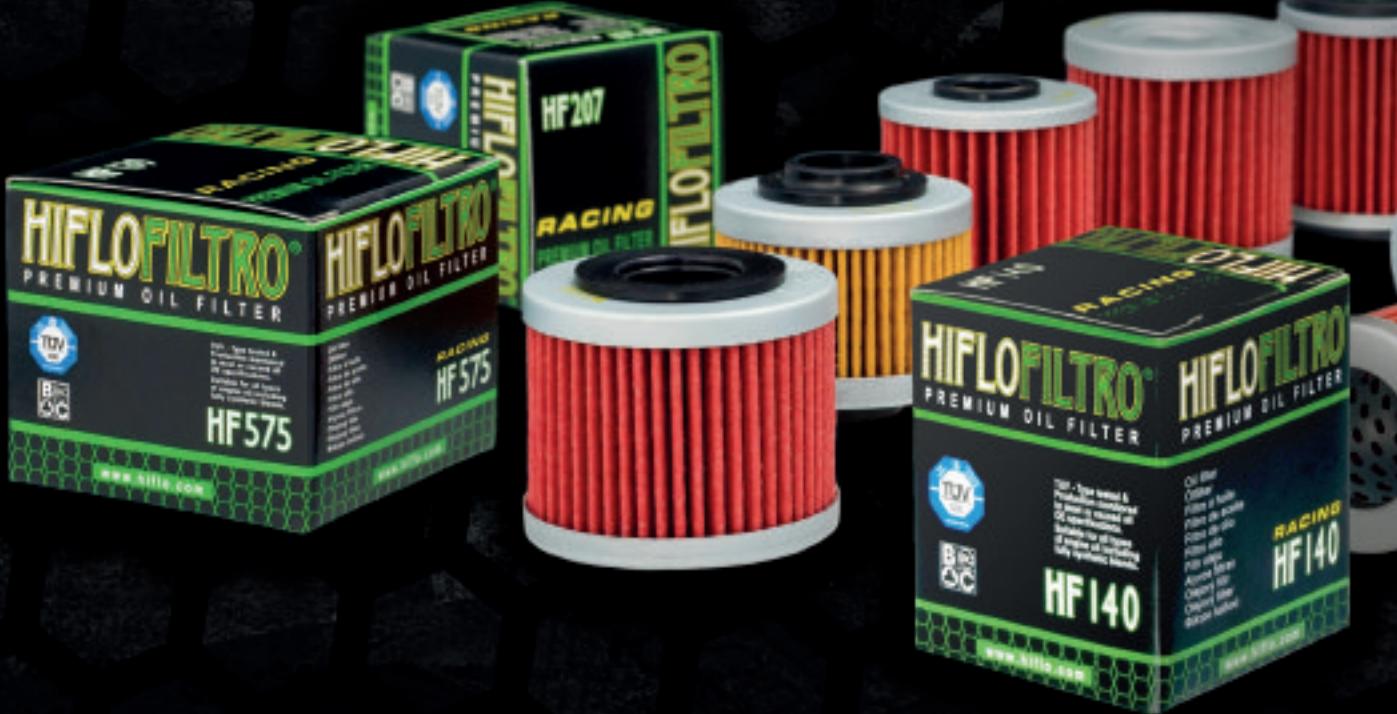
Formulated for maximum performance and top filtration at optimum flow, giving you the power to win.



COARSE-FOAM
TRAPS LARGE PARTICLES

FINE-FOAM
TRAPS SMALL PARTICLES

SOFT-FOAM SEAL
ENSURES BEST POSSIBLE SEAL



TÜV APPROVED OIL FILTERS

Hiflofiltro is the world's first and only TÜV approved oil filter.

Constructed using the best materials available, all Hiflofiltro oil filters meet or exceed original equipment performance levels.



£99



NEW: 3M x 3M POP-UP RACE TENTS
Special Race Support price: £99

includes VAT and delivery to UK mainland

Email orders direct@bikealert.com or call 01322 526 236

Online at www.hiflofiltro.com/promo

The world's only TÜV
approved oil filter

www.hiflo.com



HIFLOFILTRO
RACING

Hiflofiltro is a product of Bike Alert plc



CONTENTS

FEATURES

034: DAVID KNIGHT

AN EXCLUSIVE LOOK AT THE LENGTHY CAREER OF THE MANX ENDURO LEGEND WHO'S HABIT OF SPEAKING HONESTLY OFTEN LANDS HIM IN TROUBLE

050: STRAIGHT RHYTHM

WE CHECK OUT THE PROS AND CONS OF DRAG RACING IN AN SX STYLEEE OVER IN THE GOOD OLD US OF A — YEEHAW!

060: 2016 MEGATEST

14 FOUR-STROKES, 10 GALLONS OF GAS, FIVE TEST RIDERS, FOUR CUPS OF TEA AND A LATTE, VARIOUS SNACKS, ONE TRACK AND A PHOTOGRAPHER GET TOGETHER FOR THE 2016 DBR MEGATEST AS WE GO ALL-OUT TO FIND OUR FAVOURITE BIKE OF THE YEAR...

076: BEST OF THE BEST

NUNO LARANJEIRA SHARES HIS FAVOURITE PHOTOS FROM 2015 WITH US COVERING ALL ASPECTS OF THE OFF-ROAD UNIVERSE

088: STEVE TURNER

THE WILVO FORKRENT TEAM BOSS TALKS CANDIDLY ABOUT WHAT IT TAKES TO GO RACING AT THE HIGHEST LEVEL AND WHY SIGNING SHAUN SIMPSON MIGHT JUST BE THE BEST THING HE'S EVER DONE

102: MONO-CROSS

A CRACKING COLLECT OF BLACK AND WHITE SHOTS FROM THE RARELY OPENED PRINT ARCHIVES OF JACK BURNICLE

108: FACTORY BIKE TEST

ALL THE FACTORY KTMS AND HUSQVARNAS RIDDEN AND RATED BY OUR BEAUTIFULLY MANICURED TEST PILOT RYAN HOUGHTON

122: ARENACROSS PREVIEW

WHAT'S BADASS AND COMING TO A CITY NEAR YOU IN THE NEW YEAR? IT'S ARENACROSS!

REGULARS

026: NEWS

AN EXHILARATING ROUND-UP OF ALL THAT'S GOOD AND BAD IN THE OFF-ROAD WORLD ALONG WITH SOME SURPRISE NEWS ABOUT NATHAN WATSON...

096: TRACK ATTACK

IT'S COLD OUTSIDE AND THE WEATHER IS PANTS SO IT'S TIME TO LOAD UP THE VAN AND HEAD TO F-15MX AT MEPAL — THE UK'S BEST ALL-WEATHER CIRCUIT

098: BURNICLE'S BEAT

DANNY LAPORTE GETS ALL JEDI ON THE 1982 250CC WORLD CHAMPIONSHIP AND MAKES HIS PRESENCE FELT

131: RAGE

MEGA YOUTH MOTOCROSS MADNESS AS MIKE GURNEY FILLS US IN ON EVERYTHING THAT'S GOING DOWN ON THE YOUTH RACE SCENE

ON THE COVER:

ED BRADLEY GETS TO GRIPS WITH THE YZ450F —
OUR PRO'S CHOICE — IN THE DBR MEGATEST
© NUNO LARANJEIRA

CONTENTS:

SPACE IS ALWAYS TIGHT IN SX AND
THINGS WERE NO DIFFERENT AT LILLE...
© NUNO LARANJEIRA



COMMENT

Rightly or wrongly I always write my column at the very last minute. This is partially due to me wanting it to be as fresh and current as possible but also because I like it to relate to at least one thing, something, absolutely anything inside the mag and until it's all in I don't know what that will be.

With not a whole lot happening at this time of year – other than being up to my neck in a bunch of nostalgia specials I'm working on for TMX as part of the countdown to its 2000th edition – I was feeling a little bit stressed about it. I could have gone on about the terror attacks that threatened the running of the Isle of Man TT but column inches is what the terrorists are craving and I don't wanna give them the pleasure.

I could also rant on about the ACU and their handling of the British Enduro Championship tie between Steve Holcombe and Jamie McCusker – that finally went the way of the Manxman – but that's almost old news right now and kinda negative too. If I'm honest I'd rather spread a little bit of positivity with my witterings rather than go off on a negative rant and depress everyone.

So instead I'm gonna take inspiration from Jake Nicholls and his trip down Memory Lane that saw him sitting on the sidelines of the 2006 Swedish GP all day as first reserve.

That same year I was feeling pretty good about my riding and decided to enter the last round of the Maxxis series at Hawkstone Park in the MX1 class. Like The Reverend qualifying had never been my strong point and I figured I'd be running in the Non-Qualifiers class all day which wouldn't necessarily be a bad thing as any ride at Hawkstone is still a good one.

The event fell at the end of DBR deadline week so I was already tired and to compound my misery I had man flu n'all so the chances of even riding at all seemed slim. But with over £100 invested on an entry – and more importantly no chance of a refund – I rocked up and gave it a go anyway.

The qualifying session actually went pretty well and after a couple of fast – by my standard – laps I was holding down a qualifying position with five minutes left on the clock. Still precariously close to not making the cut I went out and banged in a couple more quick ones and actually went a tad quicker although as the session ended I'd slipped from 38th to 43rd. Close but no cigar.

I was absolutely gutted to be so close to qualifying for the points-payers without actually making the cut although still a little bit hopeful of getting a ride out in the second moto – after all, Hawkstone has a habit of biting back.

And as it turned out the qualifying session itself had put two qualifiers out of the running – if I remember rightly Mark Hucklebridge had broke an ankle and one of the many privateer's who race the Maxxis had a gearbox shat its pants at the end of a long season. Suddenly I was unofficially first reserve...

The Non-Qualifiers race used to kick things off at the Maxxis so I went in for that, yanked the holey, led for the best part of a lap and then pulled out when my flu-induced wheezing got too much. After that I played the waiting game...

Knowing I was next in line I took my bike up to Parc Ferme in the hope that just one of the 40 in front of me would fail to make it on time. And when the whistle blew to signify that the cut off point had arrived my dreams came true – I was in the race.

As first reserve this meant last pick of the gate but I couldn't care less. From the very inside gate I actually got a really good drive and ran just outside the top 20 for five minutes before running out of oxygen after holding my breath in the heat of the battle. The racing was awesome, really intense, really hectic and a total buzz. I wanted more!

My start in the second moto was even better and came out of the ridiculously long old turn one in 10th spot. Holy mol! But that elation didn't last long as by the fourth corner I'd been unceremoniously dumped on my arse by Mark Eastwood and went from 10th to 40th in about 30 seconds flat. Luckily Ray Archer captured the crash sequence so it wasn't a totally wasted effort.

Unfortunately my bike was bent up and when you're the slowest guy out there ain't gonna catch the pack no matter how many times a lap you scare yourself silly. So after touching cloth several times and scaring a few marshals I decided to pull out and save myself for another day.

I'd still had a really fun day though and after seeing how much I'd enjoyed myself in the three short motos I managed the ACU actually changed the format of the Maxxis series from two 25-minute motos to three little ones just like I'd had. True story that. Fortunately they've seen sense since and reverted to the format that makes most sense for proper motorcycle riding athletes for 2016! Good times!

Merry Christmas y'all!

THE GRINCH
ANTHONY SUTTON
anthony.sutton@dirtbikerider.co.uk

Sutton



JACK SKELLINGTON

Gavin Mycock
gavin.mycock@dirtbikerider.co.uk

BUDDY ELF

Allan Morris
allan.morris@dirtbikerider.co.uk

KEVIN MCCALLISTER

Andrew Hill
andrew.hill@dirtbikerider.co.uk

SANTA'S REINDEER

Godfrey Walker, Ryan Houghton
Nev Bradshaw and Max Hind

CHRISTMAS ELVES

Tony Cairoli, Jack Burnicle, Jonty Edmunds,
Mike Gurney, Nuno Laranjeira, Ray Archer,
Bryan MacKenzie, Adam Wheeler, Bert Gobbler,
JP O'Connell, Sean Lawless, Frank Hoppen,
Daniel Grove, Jake Nicholls, Steve Cox,
Andrew Westlake, John West



Haaa haaa...mullet

FRAU CRATCHIT

Donna Minihan - 01524 385957
donna.minihan@jpress.co.uk

CANDY CANE AND JACK FROST

Kerry Lockley - 01524 385976
kerry.lockley@dirtbikerider.co.uk
Martin Woodhead - 01524 385959
martin.woodhead@jpress.co.uk

THE NUTCRACKER

Sarah Hodkinson - 01524 385981
sarah.hodkinson@jpress.co.uk

Printed in England by

PCP, Telford

Circulation

Comag, Tavistock Road, West Drayton,
Middlesex UB7 7QE - 01895 433723

Subscriptions

www.dirtbikerider.com/go/subs/dbr
0844 292 0216

One year: UK £30

Europe: £49.30

Rest of the world: £65



Dirt Bike Rider is copyright of Johnston Press plc and may not be reproduced in any form without the written permission of the publisher. Every care is taken in compiling the contents but the proprietors assume no responsibility for any effect rising there from. We welcome unsolicited manuscripts and photographs but accept no responsibility for their loss, damage or total disappearance.

dirtbikerider.com

DIRT BIKE
RIDER

DIRT BIKE RIDER

41 Northgate, White Lund Industrial Estate,
Morecambe, LA3 3PA — 01524 385971

www.dirtbikerider.com

[Facebook: /dbrmagazine](#)

[Twitter: @dbrmagazine](#)

[Instagram: @dbrmagazine](#)

READY TO RACE
»www.ktm.com



Photo: R. Schmidl

0% APR REPRESENTATIVE FINANCE £289.58 PER MONTH 24 MONTHS £99 DEPOSIT

No other manufacturer can boast such a diverse range of two-stroke and four-stroke competition enduro machines as KTM, including the super-tough 300 EXC used by Jonny Walker to win all but one of the Hard Enduro events in 2015.

KTM Finance, powered by Santander Consumer Finance, is now available on all Enduro bikes with a minimum £99 deposit on 0% APR over 24 months or 2.5% APR over 36 months, through authorised KTM dealers.

+ £500 VOUCHER TO BUY EITHER POWERPARTS OR POWERWEAR FOR YOUR NEW STANDARD EXC KTM*

*Not available with EXC SIX DAYS models

Promotion period from 01.10.2015 to 31.01.2016 at a participating authorised KTM dealership. Retail sales only. Subject to availability at participating dealers. 0% APR Conditional Sale available on all 2015/6 EXC and EXC SIX DAYS models. Finance subject to status. Terms and Conditions apply. You will not own the vehicle until all payments are made. Applicants must be 18 or over. Guarantees/Indemnities may be required. Santander Consumer (UK) plc RH1 1SR. Voucher for £500 including vat at retail prices. Can only be used against official KTM PowerWear or PowerParts when purchasing a 2015/6 standard KTM EXC model from an authorised KTM dealer.

Please make no attempt to imitate the illustrated riding scenes, always wear protective clothing and observe the applicable provisions of the road traffic regulations! The illustrated vehicles may vary in selected details from the production models and some illustrations feature optional equipment available at additional cost.



KTM



Photo: S. Tagliani

TONY CAIROLI



TESTING BIKES, BUILDING TRACKS AND RACING RALLY CARS – THERE REALLY IS NO REST FOR THE EIGHT-TIME CHAMP . . .

Hi my friends – how's everything going? My life is really busy at the moment. Most people think that when the championship is over we are free to rest until the next one...I wish!

Unfortunately, it's not like that. Maybe a few years back it was a little bit easier but today my schedule is full of things to do and October and November are almost the busiest months of the year.

I had to test a lot in order to prepare for the 2016 season with my KTM 450 but we found many positive settings and I'm sure that I'm ready to fight again. I'm working really hard, like all the other riders are too because the level of the competition is really high. For this reason I've built a new track in my garden. I've been dreaming about doing this since I moved away from Sicily many years ago.

When I was child I used to have a track in my parents' garden that my father built for me and I remember how happy I was to be able to ride when I got back from school each day. At that time we didn't have so many tracks in our area so my dad managed to design a circuit that snaked its way around our home. We lived in the country and when I'm back down there I still imagine myself riding my little Italjet 50, screaming around with a trail of blue two-stroke smoke following me!

Today things are a bit different and I ride almost every day on various test tracks but I get the biggest pleasure from riding in my garden at sunset. That's why I've built myself this little track and when I'm back home I can just jump on my bike and ride with no pressure – it will be like being back on my Italjet again.

Last week I was at EICMA which is one of the biggest and most important bike shows of the year. I've been going there every year for quite a while now and it's always amazing to meet so many fans! I run from one stand to another, from launches to presentations during the three days and even though it's not always easy I love to do it because I can feel the love of the people.

In three days I sign more posters, cards, caps and shirts than in a whole year and when it's over I'm destroyed but happy! I know how very important it is for the fans, especially the kids, to have an opportunity to meet us, to share a moment with us and be able to leave with something to show their friends. I really love the attitude of the kids, they come to me full of emotions and I always try to make an extra effort to please them all because we all need fans and they always give me fantastic support.

After EICMA I was back home for a few days before going back to Milan for another film premiere. This time it's not a movie based on my life but a movie that was born in the magical world of pop music based around the famous Italian singer Lorenzo Jovanotti. The movie is composed in episodes and I'm the protagonist of one of the five short clips. It's a great honour to be involved in such a big project as I love music – it's a really important part of my life.

My last big effort for November will be the Monza Rally Show – a classic show race that takes place at the legendary circuit of Monza, near Milan. The place is something special as Monza hosted its first Formula One race in 1922 – almost 100 years ago!

When you pass the gates of the circuit you

can almost smell the history – a century of burnt fuel, burned rubber and oil. I'll be driving on the same asphalt that people like Nuvolari, Clark, Senna and Mansell drove on years ago and I'll be pushing my Citroen DS3 WRC to its limit which is a great sensation.

I love to feel the power of my car – it has almost 400 horsepower – and to be able to control it too. Monza is not a classic rally – it's more of a gymkhana where many rally drivers and famous riders like Valentino Rossi and myself do three days of exciting challenges.

This is the third time that I will have competed at this race. Two years ago I was eighth and last year sixth – where do you think I'll finish this year? We can make a bet about it if you want? I'll be doing my best to score a podium and I'll be sure to tell you all about it next month.

A presto amici inglesi (see you soon my English friends)!

TC222.

© does your
knee brace ADJUST
to a custom fit?



CYTO
CELL™

DISTRIBUTED IN THE UK & IRELAND BY
MADISON.CO

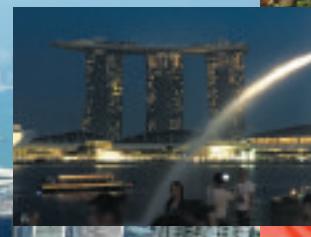
*SRP £199.99 EACH



Asterisk
DECADES AHEAD

BRYAN

MACKENZIE



BRY'S EXCEEDINGLY LONG ASIAN TRAVEL GUIDE . . .

After a wedding comes a honeymoon and so I spent a large part of the last month touring the world – or Asia to be exact – as I cruised around on a large boat visiting Singapore, Koh Samui, Bangkok, Cambodia, Hoh Chi Minh in Vietnam, somewhere else in Vietnam that I can't remember the name of and finally Hong Kong.

I'd never considered going to some of these places before and I didn't know what to expect from some of the countries. So let me give you a little bit of a shakedown of my trip and what I found of these countries in an unbiased review of places you've probably only thought about in movies...

The first port of call was Singapore, well Doha actually as Singapore is too big a leap to catch in a one for the petrol pigeon so a quick stop over seems to be compulsory. The flight to Doha was seven hours and the second flight to Singapore was around eight hours.

We flew with Qatar airlines and they must of been given the heads up that we were just married as they were giving us champagne and stuff and generally being super accommodating. I reckon they would have even pulled me off under my blanket if I'd asked – Qatar Airways get my approval.

Finally in Singapore we only had an evening to take it in before hitting the ship in the morning. The first thing I noticed about Singapore was it's melting hot and my ginger skin was leaking just walking the strip. One other thing I noticed from my first time in an Asian country was how clean it was. After seeing movies I assumed everything was pretty dirty and looked like it was held together with blu-tack twine but in reality it was tidy, clean and uncluttered.

They had some impressive architecture too with some amazing feats of engineering and huge buildings, one in particular that was three massive bendy pillars – which were a hotel – with a boat constructed on the top that spanned the three pillars that were loaded with restaurants and gardens. It was some crazy engineering sh*t and quite amazing actually.

The shopping was insane, too, and if you're a victim of fashion you could unload a wad all over Singapore for what they have to offer – it's designer paradise. It doesn't appeal to me though.

It was a very pro-exercise city too and there was hundreds of people out running and doing gym classes in the middle of the harbour walk and even as late as 11pm they were still getting after it. I plan on going back some day.

We jumped on the ship the next day to start our 10 day cruise. The ship was enormous. I don't know if you've ever been on a cruise before but these things are seriously huge. It took 1,800 people and had seven bars, two pools, four hot tubs, two steam rooms, two saunas, a gym, hair salon, shops, four restaurants, a theatre, cinema, three entertainment stages, 12 floors, a running track, a rock climbing wall, mini golf, a casino and it still floated!

The service on it is unlike anything I've ever experienced before, too. Like really! They take care to a whole new level and I was almost uncomfortable at times about how much they did for you. It really was like we were a higher class than them and they had to do everything for you. I mean, sure it was cool, and I bet some people ripped the arse right out of it but I'm a humble dude and a lot of the time I just felt bad because I was very capable myself. It was almost as if they weren't allowed to let you do anything.

The only downfall was that I think they thought we were all Bill Gates' children because everything that wasn't included

was a fortune. Wi-Fi was £26 a day and I could draw a picture faster than one loaded, a can of Coke was about £3 and a Corona was seven brick. But, you're on holiday, right? So we never missed a thing and if we wanted it, we had it. I got invoiced for another £1,000+ the day before I got off the boat for drinks, the steak grill, Wi-Fi, Pringles and Coke.

The dangerous thing about it if you were a panic merchant and not prepared for it is that you can't spend cash-pound notes on the boat but you put everything on your room key card and get billed for it at the end. But we had money to spend and I think that's the way to do it. Go on there with a bank full of cash and you can hammer it and it's a great time with just the right amount of relaxing and action. But if you blow your wad on just getting on the boat I think it wouldn't be as fun on the boat.

First ship stop was Koh Samui (Thai island) and I was excited for this as it's one of the places you hear a lot about when talking about Thailand. Let me just remind you before I give you my review that these are my unbiased views and opinions based on my experiences... Good, cause Koh Samui is rank – it's a complete sh*t hole.

There is so much litter that even coming into the harbour it looks like a floating waste tip. Apparently before Koh Samui was discovered as a westerners' paradise it was home to 40,000 Thais but now, not including tourists, it has a population of 200,000. It was a real eye opener how much they just don't give a toss and the sheer lack of laws enforced even down to road rules and building laws.

It's a free for all and their building spec is a little like Jenga – if you can get it up, step back, hands in the air and it free stands for longer than 30 seconds then it's fair game and was actually quite cool to see because over here it's so opposite. They're all about religion, temples, Buddha and sh*t though and all of their tourist attractions evolve around that so that was a bit of a bore and not for me. I doubt I'll ever be back to Koh Samui.

The second day we went to Bangkok and that was an experience. Again, it's like a city with no rules with no building regs, road rules or limits to anything. I feel a bit ghey talking about laws and rules again but we have them enforced on us so much that when you see life without them it blows your mind.

Life out there is just get up and go for it on a daily. Just wake up and go where you need to go to do what you need to do with no beaten path you must follow. Anyway, Bangkok was again pretty dirty but being a city there were big malls and stuff to go in which were really high class and the diversity of them to how 90 per cent of the Thai people live is enormous.

We went on this boat tour which took us around the slums of Bangkok and these guys have houses on stilts in the water with the stilts rotting away lop siding their house putting some of it in the actual river. These guys don't have any sewer system either so it all just goes in the river. Imagine everyone living on the Thames and just dropping a turd in the river whenever they need to go – you wouldn't want a mouthful of that's for sure. There's lots to see and do otherwise though and it is as crazy as The Hangover movie makes out. I'll be back there one day to take on Bangkok fully.

Then we hit Cambodia. Never once in my entire life have I thought about going to Cambodia so I have no expectations for it and surprisingly it's a lot cleaner than Thailand but same kinda thing with their way of life albeit maybe a little more organised and with a slightly higher building standard.

We got off the boat and literally got tackled by about 30 tuk-tuk drivers pulling at you and all getting in your face. We took one guy with the best car, paid him the equivalent to £20 and he drove us around all day. ALL DAY!

It's a quiet place and again all the touristy stuff evolves around religion so we got the taxi man to take us to this awesome beach where he waited four hours on us sunning it up and then drove us about again – for £20! We felt guilty for making him wait so took him for lunch and I kid you not by the end of lunch I had bought his kids school some books and Ash was friends with him on Facebook!

Our first stop in Vietnam was in Hoh Chi Minh city and I was very surprised that it was much better than the other cruise stops so far. Over the years both France and America have both tried to invade it and claim ownership so there is a very western feel to it in respect to how it looks and operates. It's way more developed than Thailand and Cambodia.

We visited a war museum which enlightened me on all that sh*t and that was pretty much the single best touristy thing I did on the whole trip. Driving is absolutely crazy here and 95 per cent of people ride scooters and they only stop at major lights. Other lights, junctions, roundabouts etc don't matter. There's no stopping... ever.

At the lights they do stop at they line up 100 deep and pin it at the sign of the green light and the noise is like a KTM SX50 GP. As soon as the lights go red again the next wave of 100 rack up. It's a constant flow of two wheelers. Respect! Doubt I'd be back though. It was good and everything but I think I got everything I could get out of it in a day.

Our second day in Vietnam, wherever it was, was pretty sh*t. Quite boring but same kind of standard. If you're a god worshipper then you'd love all of these places. I'm not, so I didn't.

Finally we ended up in Hong Kong and that was something else. That's where sh*t got real. Disneyland, insane buildings, crazy skyline and very westernised. It's so easy to get around the city because it's literally almost like Britain with a lot of familiarities and a lot of British people. It's not intimidating to walk around, it's easy to get anywhere and it's pretty cheap – everything is about 20 per cent cheaper than home.

However, you know how you always see Asia People bombing around with masks on and stuff in airports it's much like that in the city. At some point they must have run out of floor space in HK as they are surrounded by an estuary and mountains so inevitably had to start building up. So when you're in the streets you are surrounded by massive buildings which hold the fumes of the traffic in which can choke you out a bit at times. This makes me understand why those guys always run about with masks on and it all makes sense now. Anyway, I'll definitely be back to Hong Kong and would recommend it to anyone.

So I think that's about it. It was more of an education seeing Thailand, Cambodia and Vietnam than anything else and Hong Kong and Singapore I could really holiday in. So if you're into religion, temples and Buddha and don't mind a bit of dirt and grime then T, C and V are for you but if you're like me and you enjoy doing cool shit then I'll catch you in Singapore or Hong Kong.



NEW



CHARCOAL / ORANGE OR ALL BLACK
-RANGE KIT-
RRP: £279.98



MERRY CHRISTMAS!

ONEAL
SINCE 1970



£140.99

Sierra Adventure Edge Helmet



FLY
RACING



£28.99

907 Motocross Gloves

SHOEI



£399.99

VFX-W Maelstrom Helmet

ONEAL
SINCE 1970



£179.98

Ultra Lite LE70 Black-White Kit

FLY
RACING



£109.99

Maverik Motocross Boots

ONEAL
SINCE 1970



£95.98

Shore II Rain Kit

thor



£14.99

Script Cuffed Beanie

OGIO



£99.99

All Elements
Stealth Waterproof Backpack

ONEAL
SINCE 1970



£14.99

Pro MX Socks

Shop Online 24/7 | Exclusive Brands | Great Deals | Free P&P

Call Us: Mon-Fri 8:30am-6:30pm, Sat 9am-6pm, Sun 10am-4pm

Tel: 01772 792600 | Store Open: Mon-Sat 9am-6pm, Sun 10am-4pm

Address: Unit 5, Deepdale Mill St, Preston, Lancashire, PR1 5BY

ALL THIS AND MORE!
Available at

GHOSTBIKES.com

JONTY

EDMUNDS



WHY RACING SHOULD BE DECIDED ON THE TRACK AND NOT IN THE COURTROOM . . .

Australia are the World Trophy Team winners of the 2016 ISDE. For anyone who didn't follow the happenings in Slovakia this year, I'll start with a quick overview...

Some riders got lost on day three. Those same riders got excluded (they missed a route check, which is against the rules). Then they got kind of un-excluded, which caused a right sh*t fight. France were eventually named as provisional winners and got to stand on the top step of the podium at the end of the event. Australia weren't happy about that. The event ended with no one knowing who'd officially won due to 'the case' needing to be heard by the International Disciplinary Court.

Fast-forward to the final round of the British Enduro Championship and an equally un-perfect situation arose. Jamie McCanney and Steve Holcombe – the two riders that have gone head-to-head throughout the year – were both in the running for the title. Jamie won the event... but no one knew who'd won the championship at the close of the event.

Before I comment further, I'll say this... things like the above can happen and that taking some time to make sure the wrong decision isn't made is important. After all, no one wants to be awarded any kind of a title only to find it's then taken away from them. For whatever reason. Also, even when in black and white, written down rules can be interpreted in different ways.

What was interesting for me, and the thing that links both the outcome of the ISDE and the 2016 BEC series, is the fact that legal teams/people/representatives, call them what you will, were involved to a greater or lesser degree in deciding the outcome of both.

Now I get why in certain circumstances big issue disputes need to be referred to independent adjudicators. What doesn't quite stack up for me is that the ACU's decision on who would be awarded the title of 2016 British champion needed to be looked over by a legal professional.

National level enduro sport is hugely important to those that are involved in it. And rightly so, which is why wrong decisions need to be avoided. But if it is so important that legal advice needs to be sought, surely, and knowing how close things were going into the final round, a little more care and attention could have been paid before the event. Like by making all parties aware of how things stood going into the event and what implications possible event outcomes might have on the championship.

A final round of any championship that doesn't rightly and clearly award someone as the winner of both the event and the championship, well, it just leads to little more than a sh*t load of negative press, or reduced interest, for the championship in question.

What should have been a close and exciting

end to the 2016 BEC series – it was certainly a close and exciting final round – has instead become an extended round of social media bitching, complaining and finger pointing.

For myself, like for many, many other British enduro fans, it's hugely disappointing that both the 2016 ISDE – the supposed Olympics of motorcycling – and the BEC series outcome were somewhat overshadowed by a lack of a clear end-of-event/championship result.

But it is what it is, and there's little point going on about it. We have two winners now in Australia and Jamie McCanney, and my congratulations go to both.

What's important now is that lessons are learned and that similar situations are avoided in the future. And that fingers crossed come the end of 2017 no event or championship will have ended with lawyers involved...

CHARGE TO THE FRONT.

Andrew Short grabs a handful everytime he pulls a holeshot.



DISTRIBUTED IN THE UK & IRELAND BY
MADISON:CO:UK

www.odigrips.com

DANIEL GROVE



A CHRONOLOGICAL GUIDE TO OUR FACTORY SPECTATOR'S PASSAGE THROUGH MOTOCROSS . . .

I've been filling this page up with super interesting, highly-informative, unbiased, factual nonsense for just over a year now and I'm afraid that you're gonna be reading a bit more from me (I'm sure they're more afraid than you are, Daniel - Sutty)...

Since I'm a little late with getting my introduction in brace yourselves for the plot of Dan Grove: The Movie...

1993: My uncle David raced and he was racing at St. Catherines near Marshfield. My brother and I can't have had a youth football match on that day so we ended up in a field to see what it was all about. Dave took his first ever AMCA Senior moto win that day and that was that, I was in and once you're in, you can't get out!

1994: My career as a factory spectator began with watching Uncle David who was racing the AMCA scene week in week out and I always thought that he looked a little like Rob Herring... Rob Herring was sh*t hot back then.

1995: David went and blew his knee out late in '94 but I was so in to it that my mum or dad took me to watch local stuff (my brother was into football so he missed it out). I also took in my first GP at Foxhill.

1996-1998: I was getting right in to this spectator lark and travelled further afield (courtesy of my dear old mother driving me), taking in nearly every AMCA championship round in 1997 as they were all relatively close to home. I even met my first motocross hero – Jamie Wilson – who went up against the South West fast guy James Cumber who I should have been cheering for. Sorry James!

1999-2000: I was 13 by this time and had some second-hand gear to ride on some mates bikes every now and then. How a lot of us start I guess? Not coming from a wealthy family, this was my only option...

2001: Uncle David made a comeback in 1999 on a CR500 so despite both his knees next to useless by this time he wasn't afraid to twist

it on this widow maker of a bike and made his way into the AMCA Experts. By this time I'd become good friends with the son of another member of the AMCA club that David was in – that's you Luke – and as six days separated our age we were right good muckers. Luke's Dad Bruce mentioned to me that if I got a bike I could keep it at their house and they'd take my bike to meetings. My mum would drive me to the races. I was a factory racer before I'd even started...

2002: After that news I got myself a part time job to save up for my first ever bike and being on £2.75 per hour – I'm deadly serious – and also mowing lawns through the summer holidays I'd saved up the crazy sum (for a 16 year old) of £1400. There was an immaculate 1997 Yamaha YZ 125 at a local dealer for £1395 so needless to say I bought it and the £5 change went on my first gallon of petrol and I still had change for crisps and sweets. I went racing AMCA with my mum and the Burrow family and it was mega!

2003: I went on a tear at the end of my first season and got a moto win at Arlington before the season ended. I was upgraded to the Seniors in '03 and as I was about to get upgraded to the Experts on my nearly seven year old bike I grenade myself big time breaking both my wrists and collarbone. And my collarbone never actually healed! True story... find me and feel it for yourself.

2004-2005: It was a rough time coming back from that injury, however by the end of '05 I made it in to the Experts on my nearly nine year old bike! I treated myself to a 2003 YZ 125 after that and I kept seeing this DEP 125 two-stroke championship in the TMX so I got the dial-up internet connection fired up and headed on over to the series website...

2006-2009: Nearly everyone was on 250's by this time in the AMCA so I signed up for an ACU Licence and raced the DEP Pipes 125 championship in 2006. I went to Matchams Park, Blaxhall Pits, Wakes Colne, Frome,

Landrake, Lyng and Hawkstone Park that year. For 2007 I bought an immaculate 2005 model YZ 125. Over '07-'08 my good buddy Darren Marklove also raced the two-stroke championship so we both raced at some great venues together which was totally different to the local AMCA stuff that we were used to. In '08-'09 I raced a YZ250 and came sixth in '08 and Darren got fourth, awesome!

2010: I signed up for the Scott Nationals in the 125 class and bought a not so good YZ 125. So with that and a broken waterpump on the Transit on the way to the first round, that year is best described as a year off! I kept my hand in though by spannering for James Lane in the AMCA MX1 Championship and he got sixth which was cool.

2011: The 125 class at the Scott Nationals again for me. Think I finished 13th overall but I missed a round. Got the bike dialled in though and it was awesome.

2012-present: I had a free weekend at the end of 2011 so jumped in with a lad I knew that was racing a South West Premier and after attending this meeting it made my mind up for what I was doing in 2012. I bought another 250 as the 125 wasn't going to cut it as there is timed qualifying and unlimited classes so you can ride any bike you like. I've ended the year top 10 in points for four years straight.

During 2014 I flirted on Twitter with @dbrmagazine about the Arenacross and then had a chat with ol' Sutty Bear at the Pro Nationals Festival at Weston and said to him that I thought I could write something half-decent. He fell for it obviously and here I am today...

Merry Christmas ya filthy animals...

MX Paddock Stand



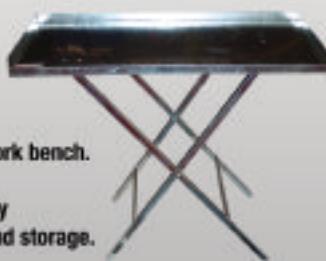
Light weight Alloy construction, weighs less than 2.5KG!

Fuel resistant rubber top with oil drain hole

Includes LARGE aluminium ID plate for name and number



Paddock Bench



Strong, stable work bench.

Folds flat for easy transportation and storage.

80cm high x 93cm wide x 40cm deep.



Foldable Ramp



Strong foldable loading ramp.
Aluminium alloy construction
(3mm gauge)

Very compact design

Rubber non slip tongue to prevent slippage and protect your vehicle.

01925 819608 paddockbitz.co.uk

Event Branding Shelters - Flags - Banners - Tents - Inflatables



**INSTANT
SHELTERS**

01925 819608

SURFTURF.co.uk



JERK

NICHOLLS



JAKE TAKES A TRIP DOWN MEMORY LANE BACK TO THE 2006 SWEDISH GP . . .

Hello everyone, I hope all is well. I haven't got so much to write about this month to be honest with you it's the same old boring stuff for this time of year, training, moustache growing and all that. So I thought I'd look back and talk about one of my best and productive experiences in motocross up until this point.

I'm 25 years old now and have been racing grands prix since 2007 although I had a go at three of them in 2006 but I didn't qualify for any of them. For those who don't remember, in those days there was about 45/50 riders going for 30 spots on the start gate (still pretty tame compared to the 125cc GP days when they would have over 100 hardpack specialists turn up to the Italian GP).

And so you had, as we do now, a pre-qualifying session, which gave you your start positions for the qualifying race. Then they had A and B Group qualifying races. You basically had to get into the top 12 to immediately qualify for the Sunday race programme.

This worked into some people's favour as we've seen in the last few years in the British championship. The old 20 minuters can go good for the short race distance. This included a lot of Frenchies and Italians who have always been known for their flying laps.

I was the opposite when I started GPs. I was rubbish at a hot lap in timed practice and pants for the first 10 minutes of the race so I was in double trouble to start with as if you didn't make it into the top 12 you went into the LCQ which was a 20-minute timed qualifying session at the end of the day after the timed MX1 qualifying session.

The track was in tatters and you had to go out there and switch your brain off for one lap. It was always mental. Many people will tell you it was the highlight of their weekend, the determination and commitment that would go into that session was second to none.

My first GP ever was at Matterley Basin in 2006 on a Motovision Suzuki. I was 16. We were well aware that it was quite an ambitious move as I was fighting to get into the top 10 at the British championships at this stage but entered purely for the experience and to take

some speed from the event.

I remember in the pre-qualifying session I was 21st and it was at that point I genuinely believed I could be a GP rider. I crashed on the first lap in the race and rode at the back for the entirety but didn't give up. Then I got well and truly blown away in the LCQ – my head went and I wasn't carrying any speed at all.

But I got another chance two weeks later in Uddevalla, Sweden. I loved the track immediately and loved it even more when I heard every rider complaining about how slippery it was – maybe it was the speedway in my blood but I was well happy to be sliding about a bit.

In the qualifying race I was holding 13th with about six minutes to go and just one spot off a transfer place. I was actually being quite patient as Mark Chamberlain and the crew had told me over and over that if I was in the top 15 just to be smart and don't give up as there were always a few takeouts in the later part of the races.

But I blew it on a small step up near the finish line. I landed awkwardly with the front end real high, full pencil style and that was that. I was actually really upset after the race as I knew that I could have got in and the guy behind me before I crashed actually did.

So once the tears had dried and Mark and Eric had talked me up again I went out for the LCQ to give it my all. This wasn't a straight forward LCQ though because the timing beam was at the bottom of the take off for the finish line jump which was a very awkward double directly out of a corner. To jump it you had to run wide in the corner to get a good run at it.

The real geeks out there will remember what I'm talking about as David Philippaerts cut across Cairoli for the win in the same corner and half his bike was off the track with loads of green fencing in the rear wheel – he was only hanging on to the bike by his gonads too, what a legend!

What this meant was you could only do one fast lap at a time as to gain the extra split second you had to cut right across the apex of the last corner and carve up the finish line take off and over the timing beam. This meant you couldn't double it and therefore the lap you then

started would be pants.

I was riding really well and actually put some decent times in – at one point I was second behind Christophe Pourcel who had ended up in the LCQ due to crashing in his race so he was on top. I slowly started dropping down the field to eighth and then ninth and since only six went through I banged another one in. As I crossed the beam to finish the lap there was only about a minute and a half left to go so that lap was my last.

I will never ever forget riding past the pit lane and Mark Chamberlain, his brother Gareth, Nev Bradshaw and my mechanic Mick were all hanging out with their thumbs up smiling and a pit board saying '5th good'. I then cruised around staying out of everyone's way for the rest of the lap.

I will always remember that I had to move out of the way for Carlos Campano who crossed the line right in front of me. I knew that I could have messed up his lap if I had wanted to and as it turned out I should have done because that lap moved him from eighth to fourth. Then Eero Remes – who is now a world enduro champion – put in a last stitch effort to get the sixth and final spot. I couldn't believe it – first reserve!

Everyone was so gutted but proud at the same time. I waited all day in my kit on the Sunday to get a ride if someone missed the start or crashed out for the day but only Greg Aranda spammed it and that was in the second and last race of the day. This meant I stayed clean all day – haha!

I will try and dig out some more memories for next time if you like. There aren't too many as I have a memory like a gold fish

Cheers for reading y'all!



performance from passion

WWW.SIDISELECT.CO.UK | SIDISPORTSUK



crossfire

- 1 MICRO ADJUSTABLE AND REPLACEABLE BUCKLE SYSTEM
- 2 REPLACEABLE SHIN PLATE
- 3 DUAL FLEX SYSTEM UPPER
- 4 ANATOMICALLY SHAPED HEEL
- 5 THERMOPLASTIC DEFENDER ON THE TOE AREA
- 6 ADJUSTABLE CALF SYSTEM
- 7 REPLACEABLE METATARSUS INSERT
- 8 ASSEMBLED AND REPLACEABLE BOOT LEG - STITCH FREE
- 9 SRS SOLE SOLE REPLACEMENT SYSTEM



LORICA



BLACK



WHITE / ORANGE



BLACK / GREY / YELLOW



RED / WHITE / BLUE



WHITE / WHITE

 sdi



 www.sidisport.com

NEWSHOUND

Shaun Simpon proved he's got some serious SX skills



A QUICK BLAST AROUND THE WORLD OF ALL THAT'S FAST AND DIRTY...

The run up to Christmas only means one thing to us dirty dirt bikers and that's Euro supercross season. And with various internationals popping up all over the place along with the German and French indoor series it's a busy time for the indoor specialists.

Genoa, Genova – you'd be forgiven for thinking that there were two different SX races happening on the same day in similar sounding cities (and it's sure as sh*t caught me out before) but apparently Genoa is Genova and is a Euro SX that really invests in its starting line-up. This year it was won by world traveller Cooper Webb who went 2-1 in the night's two main events while Justin Brayton won the 'Superfinal'.

Webb has put in plenty of air miles this off-season and he's barely stepped away from his adopted 450. Since the AMA outdoor season finished Webb has not stopped racing and has competed in the USGP at Glen Helen, the MXoN in France, the final Japanese National, Genova SX, Bercy/Lille SX and the final round of the Australian SX series. It's just like he's whoring himself around the entire off-season and for the right amount of

money I dare say you could acquire Webb's companionship for the night in any city in the world right now.

Bercy/Lille is undoubtedly the biggest and best European Supercross and this year the title of King of Bercy was taken home by yet another American rider – this time Weston Peick. The American brute rode to a night one win but was chased home by Cooper Webb. Meanwhile, Jimmy Bubba crashed out on lap one of the main event and got carried off never to be seen again.

The day two final gave the French fans something to cheer as Rockstar Energy Husqvarna rider Christophe Pourcel won the final. Peick again avoided the carnage as others crashed all around him and was gifted second spot on the day to back up his night one win.

Shaun Simpson was the surprise of the weekend however as the 27-year-old Scotsman rode his first major SX event of his career and didn't disgrace himself by any stretch. Simmo got better each time out on the track and even posted fourth fastest time in Sunday's Superpole session ahead of the likes of Webb. He was lucky to escape injury in the final main event though as he tangled with another rider

forcing him to jump off the track and case the freestyle ramp. It was quite the spectacle.

Legendary Aussie Chad Reed is looking at a possible move to the MXGP series in 2016. Struggling to find a ride in the US, the former world number two, GP winner and AMA MX and SX champion started stirring the pot on social media by mentioning he could make a couple of GPs next year and that two currently fit into his 2016 schedule – ours being one of them.

Reed is intending to compete the whole SX season on a Yamaha but otherwise is a free agent to do what he pleases with his summer and has always said he would love to tour with the MXGP series again before he finally hangs up his boots. He has mentioned that he wouldn't intend on being in contention for winning but would love to come back just for the banter.

In other MXGP news Stefan Everts and Suzuki are now officially back in cahoots a quarter of a century since their last successful collaboration together – when they were crowned world champions. This time the most successful Grand Prix rider of all time has now assumed control over the reigns of the Suzuki World MXGP team.



Cooper Webb is up for racing more or less anywhere



BLAST OFF!

2016 RACE SEASON STARTS WITH A BANG ON JANUARY 2...

With Hogmanay hangover headaches still pounding, the 2016 race season will kick off on the evening of January 2 with a night of outstanding arenacross action inside the Manchester Arena. We're on about the opening round of the Monster Energy Arenacross Tour powered by Ford Ranger of course and we're really excited as it should give a real indication of who's been working hard over the winter and who's just been bumming about taking selfies.

The 2016 tour promises to be bigger and better than ever – check out the full preview starting on page 122 – and tickets are on sale right now for all 11 rounds.

The full schedule is laid out below so pick a round – or four – and get your tickets booked now as last year's tour pretty much sold-out at each and every venue and you don't wanna be missing out on this action!

Tickets can also be won over at www.dirtbikerider.com so check out our competitions page if you're feeling lucky.



SERIES SCHEDULE

Manchester Arena	January 2
Glasgow SSE Hydro	January 9/10
Belfast SSE Arena	January 15/16
Birmingham Genting Arena	January 23/24
Newcastle Metro Arena	January 30/31
Sheffield Arena	February 13
Wembley SSE Arena	February 27

As a welcome gift to Everts it was officially announced that former MX2 World Champion and AMA Eastern Regional 250 Supercross Champion Ben Townley is booting up for another assault on the MXGP championship. In a complete turn around following his retirement in 2012 when he swore he was done with professional racing, his impressive show at the MXoN proves that the 30-year-old still has the speed, talent and fitness to run at the front.

Townley insisted that he never had any intentions of returning to top-flite motocross during his retirement but after a trip to HRC in Japan earlier in the year where he got to ride factory equipment and with years of good health in the bank he felt he could give motocross another try and not only for a pay cheque. BT is coming back to do business and not just to make up the numbers on the start line.

Husqvarna Motorcycles unveiled their rider line-up for the 2016 FIM Motocross World Championship. Armed with age and experience as well as youthful exuberance the Husky stable will be represented by Max Nagl, Christophe Charlier, Max Anstie and Thomas Covington proving Husqvarna's commitment to putting

riders on the top step of the MXGP and MX2 GP podiums.

Anstie and Covington will of course form Husqvarna's MX2 Wilvo Nestaan Factory team managed by Jacky Martens while Nagl and Charlier will pioneer the MX1 assault from underneath the Red Bull ICE ONE banner. Currently 22, 2016 will be the final season of MX2 competition for Anstie before he moves up to the MXGP Husqvarna team in '17 and '18.

In a surprising turn, that I for one didn't see coming, MX2 World Champion Tim Gajser will not defend his title in 2016. The Slovenian rider will move up to the MXGP class instead and ride the same factory Honda material as Evgeny Bobryshev and Gautier Paulin. Gajser still has aspirations of one day riding in supercross and the American Outdoor championship with Honda which can only mean these guys already have a long-term plan in place for the promising teen which will see him move Stateside in the not so distant future.

Former double MX2 world champion Jeffrey Herlings could soon be back on a dirt bike for the first time since the Czech GP when he dislocated his hip. The outspoken Dutchman is holding his doctors fully responsible for >>



WATSON'S WAY!

NATHAN WATSON HEADS OVER TO THE EWC WITH A FACTORY KTM RIDE...

Nathan Watson has made a huge career move this month by inking a deal with KTM to become their factory Enduro 1 rider in the 2016 Enduro World Championship. Catching most unaware with his decision, Watson has been poached to enduro by KTM. After a promising season with Husqvarna in MXGP he is looking forward to what the future has in store.

"My enduro experience is fairly limited," admits Nathan. "I've only done one sprint enduro in the UK a few years back. But my father raced enduro and I always used to do some trail riding. Even in motocross I was always a great qualifier and could get my best lap times straight away. I think enduro is going to suit me the most and I hope I can successfully continue my career in the EWC. I can't wait for the season to begin."

SALVINI'S SWITCH!

ALEX LEAVES HONDA FOR BETA



Former Enduro 2 World Champion Alex Salvini has announced a two-year deal with Beta Factory Racing. After a strong association with Honda in the Enduro World Championship, which saw him win the E2 title in 2013, Salvini will join Beta for 2016.

It's big news for Italian firm Beta to sign up Italian Salvini and shows just how serious they are in winning titles in 2016. With Salvini joining teammates Johnny Aubert and Steve Holcombe, who race Enduro 3, Beta may just have one of the strongest teams in the EWC paddock next year.



Stefan Everts is reunited with the squad he started his career with...

the return date insisting that he will not start anything on the bike until issued the all-clear from the medical specialists although he has resumed some physical training. After much speculation about which class he'd race in 2016 Herlings finally announced that he'd stay in MX2 as he didn't feel like he would have enough time to fully prepare for an attack on the MXGP title.

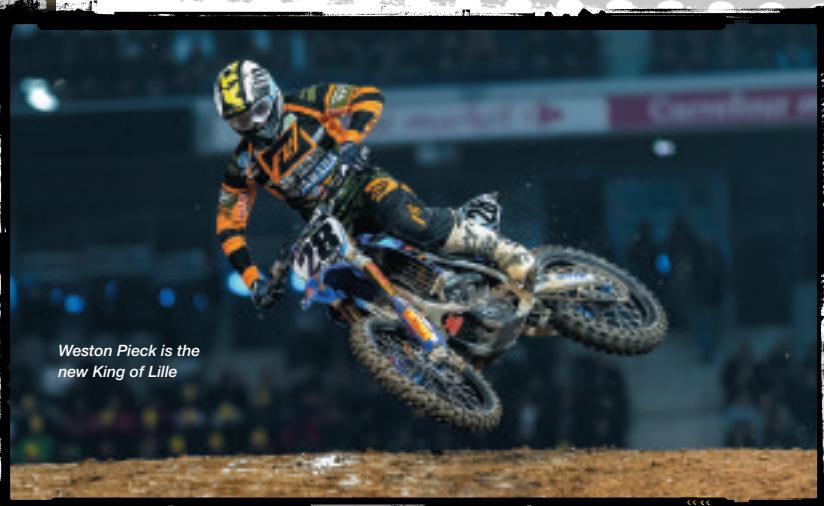
The Motocross commission – comprising of representatives from Youthstream and the FIM – have decided to go back on their plans to award points for MXGP qualifying races in 2016. The plan to award points was only enforced last month but after much disapproval from riders and teams was revoked.

ACU Events announced the dates and a handful of venues for the 2016 Maxxis British Motocross Championship. The championship

will again run over eight rounds but unlike past years will include MXY2 at each venue as opposed to only a select few and run with a revised two-race format like the good old days with each moto stretching to 25 minutes plus two laps. That should go some way to sorting the men out from the boys...

It seems to be a bit of a recurring theme to congratulate Jamie McCannay. Let's face it, the Manxman has been on fire this season and it's really been his year. By now adding the 2015 ACU Edmondson Racing British Enduro Championship to his Enduro Junior World Championship and Enduro 1 class ISDE win he is definitely deserving of another round of applause.

However, the outcome of this year's BEC was a bit of nail biter with both Jamie and Steve



Holcombe tying on points, wins, second and third place finishes. Not sure what way to go with things the ACU needed to pull out the rulebook after the final round of the series at Muntjac.

Needling further deliberation to find a fair and accurate result, it wasn't until the Friday after the BEC that Jamie could sink a well-deserved celebratory pint. But by that stage he was already on his way to the FIM Gala in Spain to rub shoulders with the very best of the best in motorcycling and pick up his EWC gold medal, so we're guessing champagne had to suffice instead.

All joking aside though and the ACU ought to be commended for not jumping the gun and instead taking the right amount of time to make sure the decision they reached was

correct – FIM take note. After provisionally awarding France as the winner's of the ISDE in September, the International Disciplinary Court finally met in November to resolve the issue.

Overturning the decision to reinstate the eight disqualified riders, they ruled the result in favour of Australia. Seeing a complete reshuffle of the podium, the finishing order is now Australia first with Italy and Finland second and third respectively. With none of these three nations actually being on the podium in Slovakia – Australia refused to accept second – it's really marred what was in fact a very good and enjoyable race that offered competitors a true test of traditional enduro.

Stateside and things have been a bit more plain sailing. Successfully defending his AMA EnduroCross Championship, KTM's Cody

Webb ended the series as champion for the second year running. The championship has been a two-horse race between both Webb and Colton Haaker, but it was Webb's consistency at each round that ultimately saw him take the title.

With Webb, Haaker and Taylor Robert confirmed for the SuperEnduro series, things are shaping up nicely for a very action packed start to round one in Lodz, Poland on December 5.

Finally we can't sign off from this month without a tip of the hat to the world's fastest road sweeper Paul Bolton. It's been a while coming, but Paul bagged his very first extreme enduro victory with a win at the Ukipacha Extreme Enduro in Ecuador. Top job Bolts!



AUTO PILOT

FMX 9

KTM HAS
DEVELOPED A
NEW FREESTYLE
FOUR-STROKE
... USING THE
WORLD FAMOUS
**TEST
PILOT**
PIERRE.



IT'S STILL
A TOP
SECRET!



FACTORY
TESTING



SCREAM!

MAP-READING



SOFT
STANDARD
SNAPPY

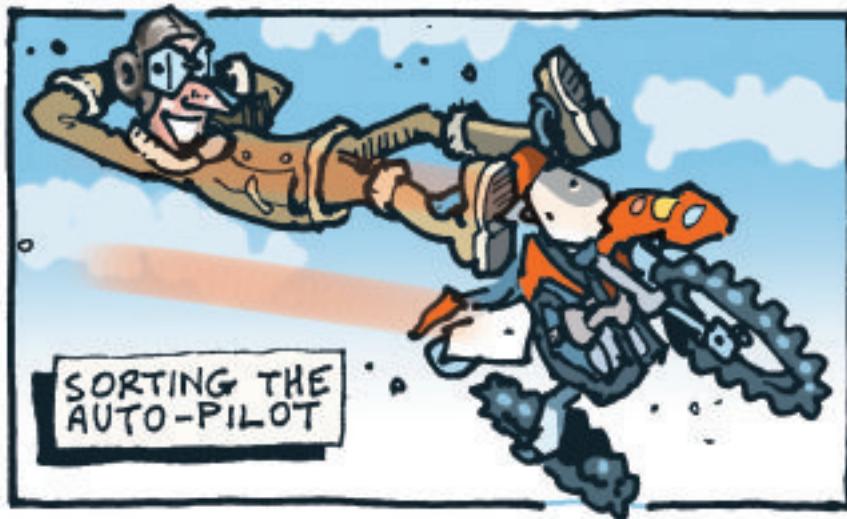
AIR-RAID
SCRAMBLES



RAPID TAKE-OFFS



SORTING THE
AUTO-PILOT



GOING
VERTICAL



MID-AIR
REFUELING

DOG-FIGHTING



NIGHT
FLYING



EMERGENCY
LANDINGS

BRACE
BRACE
BRACE



CHANNEL
DITCHING



FLYING BY SEAT
OF THE PANTS





Leatt

GPX Race Lite Hydration pack £69.00

Supplier: apico.co.uk

Contact: 01282 473190



Airoh

Twist helmet £150

Supplier: mrs ltd.co.uk

Contact: 01423 772885



Sidi

Crossfire 2 SRS boots £359.99

Supplier: feridax.com

Contact: 01384 413841



Motion Pro

Fuel injector cleaner £149.99

Shock spring compressor

£149.99

Supplier: madison.co.uk

Contact: 0870 034 7226



6D

Carbon Raptor helmet £549.99

Wedge Neon helmet £499.99

Supplier: decade-europe.com

Contact: 01792 469811



Apico

Factory Racing socks £9.99

Supplier: apico.co.uk

Contact: 01282 473190





THOR

Casual hoodies £39.99
Supplier: madison.co.uk
Contact: 0870 034 7226

Leatt

4.5 Women's chest protector £120
Supplier: apico.co.uk
Contact: 01282 473190



Gaerne

SG12 boots £435
SGJ kids boot £145
Supplier: mrs ltd.co.uk
Contact: 01423 772885

Fist Handwear

Maddo Altitude gloves £29.99
Supplier: mrs ltd.co.uk
Contact: 01423 772885



WD40

Chain Cleaner £8.49
Chain Lube £8.99
Chain Wax £10.49
Brake Cleaner £8.49
Silicone Shine £8.49
Wax & Polish £8.49
Total Wash one litre £8.49
Total Wash five litres £23.99
Supplier: wd40specialistmotorbike.co.uk
Contact: 08449 800838



YES! I would like to subscribe and claim 33% off the cover price AND get my FREE gifts*

*12 months subs only

(Please complete in BLOCK CAPITALS)

Title _____ First name _____

Surname _____

Address _____

Postcode _____

Email _____

Daytime tel. _____

Mobile no. _____

Date of birth _____

PAYMENT OPTION (1): By Direct Debit

(only available at £2.50 per month) (UK bank accounts only—
Instruction to your Bank or Building Society to pay Direct Debits)

Account Name(s): _____

Account number: _____

Branch sort code: _____

Name of Bank: _____

Address of Bank: _____

_____ Postcode: _____



Originator's Identification Number

8 3 8 6 3 4

PAYMENT OPTION (2): By Cheque or Credit/Debit Card

I would like to subscribe for: 12 issues – £30 (save 33%)
and get a free 2016 Calendar

6 issues – £19.50 3 issues – £9.75

A) I enclose a cheque made out to **Dirt Bike Rider** for £ (GB pounds)

B) Visa Visa Debit Mastercard Maestro

Card no.

Valid from: Expiry date:

Security no. (last 3 digits on the strip at the back of the card)

Issue no. (Maestro only)

Please complete and send this form to: **FREEPOST
RTCX-RECH-XKHK, Subscriptions Team, 4th floor,
26 Whitehall Road, Leeds LS12 1BE**

Signature(s) _____

Date _____

DIRT BIKE RIDER AND JOHNSTON PUBLISHING ARE CONSTANTLY RUNNING GREAT OFFERS.

If you are not interested in receiving details of them by email, post, phone, sms or fax please tick here.

If you are not interested in receiving details of offers run by our business partners please tick here.

For your information – for quality and training purposes we may monitor communications.



subscribe and get our 2016 calendar - FREE

FOR ONLY £30.00

12 ISSUES SAVE 33%

DIRTBIKE
RIDER



12 ISSUES OF DBR DELIVERED
DIRECTLY TO YOUR DOOR



33% OFF THE COVER PRICE:
12 ISSUES FOR £30



2 FENDER DECALS*



TO SUBSCRIBE CALL
0844 2920 216

OPTION 3

OR ONLINE AT
dirtbikerider.com/go/subs/dbr

TO SUBSCRIBE CALL 0844 2920 216 OPTION 3 OR ONLINE AT
www.dirtbikerider.com/dirtshop/merchandise/Subscriptions

*Offer only available to UK 12 month subscriptions, while stocks last. Please allow twelve to fourteen working days for delivery.

UNDEFEATED BY DAVID KNIGHT

Britain's most successful enduro rider, David Knight's habit of saying exactly what's on his mind means you always know where you stand with him – but has his lack of diplomacy cost him a factory ride?

By Sean Lawless Photos by Nuno Laranjeira



LITE

HYDROGEN

IN STOCKISTS NOW

Hi-Vis Limited Edition



Pro-inspired Performance Racewear
Superior Stretch | Light Weight | Breathable

Distributed in the UK by
RACEFX

For more information visit www.racefx.com
LAUNCHING SOON www.flyracing.co.uk for a full list of products and suppliers



When it comes to British off-road heroes, David Knight ranks alongside Dave Thorpe and Dougie Lampkin on the list of legends.

His three world enduro championships, two GNCC crowns, indoor and extreme titles, an outright ISDE win, 10 ACU British enduro titles and seven Weston Beach Race wins is an incredible record and there's even a British Expert trials champion's medal.

In a sport which traditionally allows for greater longevity than other off-road disciplines, at 37 years old he's still a contender at world level but there's a problem. To be truly competitive on the global stage he needs a factory ride and, well, the factories are hardly queuing up to sign the burly Manxman.

Knighter is a man of integrity. Unfortunately, he's not a man of diplomacy. He says what's on his mind and that just doesn't tick the correct corporate boxes. So while lesser riders get better deals, he's forced to make do with whatever package he can put together.

"It winds you up, especially when you see someone like [Alfredo] Gomez getting a factory KTM ride," he says. "You think 'why has he even got that ride?' – he's not so good indoors, he's not so good in extreme. He's top five but there's a massive jump from Graham [Jarvis] and Jonny [Walker]."

"Mario Roman, he's got a factory Husky deal. It makes your blood boil sometimes and it does piss me off. I'm like 'why aren't I on that bike?'."

As you can see, he's still not a man to pull any punches but does he regret being so

honest in the past?

"No, never."

Has it got in the way of another factory ride?

"I think sometimes. I think they won't admit it. But I think I get more respect from people that I am honest."

It's not always been this way and Knighter was once the darling of KTM, arguably the best enduro rider on the planet and all-conquering on both sides of the Atlantic.

When I spoke to him he was preparing for the final round of the ACU British Enduro Championship and was set to win the E2 crown. After our conversation he did exactly that and this – combined with extreme, sprint and cross country titles – took his total to 20 major domestic championships. He also picked up the British Supreme crown that takes into account the XC and extreme wins he's had this season. Not bad for a 'failed' trials rider.

'Failed' is, of course, the wrong word. He was the British Expert champion in 1996 and won the Allan Jefferies Trophy Trial the same year but found the transition to the Championship class too big a step.

"I went up to the main British championship the next year and at that time there were probably only eight to 10 riders doing it. On a good weekend I would finish sixth or something like that but it was too big of a jump. It was pretty much Dougie Lampkin and Graham Jarvis and then a massive gap to everyone else."

"I reached a point where I couldn't really go anywhere. I went from winning the British Expert championship to fighting for the last three places in the main British championship. The big jump up was just too much really. The

sections were totally different.

"I couldn't afford to smash my bike off rocks every weekend and it got dodgy. You were doing massive rock steps – if you didn't get up them it was carnage. So '96 was probably the most enjoyable year I had in trials and '97 was the most unenjoyable."

A true all-rounder, Knighter was already indulging his love of speed before quitting trials.

"When I was doing trials I used to do the odd motocross and enduro on a bloody XL185. I had that much fun on that thing. I did an enduro on it once and it seized about five times on the last lap but I still got to the finish. I used to win B group motocross races on the thing. I knew even riding that or on the odd old motocross bike I'd borrow off mates that I had good speed on me."

"I did one Brit enduro round at the end of '96 once the trials championship had finished for a laugh on some old Gasser. I didn't finish the first day because the old nail I was riding fell to bits but I won the Expert class the second day."

"Then the year after I did the Natterjack on Juan's practice bike and won the Experts on that and then '98 was the first year I did it in the Championship class."

With big brother Juan an established enduro star it was natural for Knighter, disillusioned with trials, to switch sports.

"Juan was winning British championship enduros at the time so I thought I'd have a go at that. I was always a little bit more speed-orientated when I was a kid – I used to race round on my trials bike everywhere – and also everything we'd done I could beat Juan at. I'd always use him as my marker so I >>



MOTOCROSS HERITAGE
SINCE 1976



**OUT NOW...
THE 2016 MX PRODUCTS FROM ÖHLINS**

In 2016 Öhlins can look back on 40 years experience in Motocross. The first MX World Championship claimed on an Öhlins equipped bike was in 1978 by Gennady Moiseev, just two years later.

Are you looking for reduced fatigue and to improve the performance of your bike? The latest 2016 Motocross products from Öhlins are available now.



Family guy

Move over Peter Griffin

Knighter's now a family man and together with his fiancée Emma has a son, Finley, who'll be three in January and a one-year-old daughter named Blae.

Becoming a dad can quench the fire in some riders' bellies but the responsibility of having mouths to feed has, if anything, stoked the flames in Knighter's.

"I think it's made me more determined because I've got people to feed. Life gets serious. You've got to put food on the table. So it's made me think a little bit more and it's put a little bit more pressure on me so earn money rather than just spend it."

Finley's already ripping around on a little electric bike but his dad harbours no great ambition for his kids to go racing.

"I'll encourage them whatever they want to do. Just try and get them to enjoy it because they'll have a lot of pressure on from people and I don't really want that. I just want them to enjoy it. They'll get 'they're David Knight's kids, they should be good' even if they're not good at it or don't want to be good at it."

"They could be like Juan who's that laid back he could be lying down. I'll encourage them in whatever they want to do but I'll never be a motocross dad."



knew in my head I could win a British enduro championship."

The same year he made his full British championship debut Knighter also signalled his intentions on the world scene with a string of strong performances in the FIM Junior Cup. But it wasn't until 2000, the year before he moved into the full WEC, that he emerged as a title contender.

Racing a Yamaha he recorded back-to-back second-placed finishes in the 250cc class in 2001 and 2002 before his team switched him up to the 500cc class on what he describes as a "home-brewed" machine that he didn't feel was competitive.

Straight-talking as always, Knighter reckons his team's decision not to allow him to race in the 450cc division – rebranded the following season as E2 – cost him a chance of winning his first world title.

"It was a pile of crap but even on that bike I would have won the 450 world championship class back then and the 450 was a 10 times better bike than the 500 was."

After a tough year with no world championship wins he finished fourth behind Juha Salminen, Ivan Cervantes and the late Mika Ahola and then hooked up with Julian Stevens, one of the country's main movers and shakers in the world of enduro. It was an inspired decision...

"Even though that year was my worst in the world championship that sort of gave me a kick up the arse and in '04 I rode with Julian on a private KTM and that got my confidence back."

After a year without wins he topped the podium twice in the new E3 class, ended the year second in the world and picked up a factory 525cc ride for 2005. It was the start of Knighter's domination but the season was a mix of tragedy and triumph as he won his first world title but lost his father Paul to cancer.

"The first world title is the most important to me. It was the hardest year I'd ever had in my life. At the start of the year I came back from Hell's Gate and found out that my old man had terminal cancer and I thought 'right, I've got to win this world championship and hopefully he'll still be here to see it' so I worked my nuts off all year. He came to a race in May in Italy and I won that – I'd won every round up until then – and then he died in June so he never got to see it but I think barring any injury he knew that I'd win it."

"I only lost one day in '05 in Finland to my team-mate [Marko] Tarkkala and that was in his home town. That was probably the best race of the year – me and him were something like four minutes ahead of everyone in the rest of the enduro. Then I beat him the second day."

"Winning it took everything off my shoulders and after that I thought to myself 'right, I've won >>

Knighter teamed up with Julian Stevens and KTM in 2004

DK reckons the 'home brewed' 500 Yamaha 'was a pile of crap' ...



STEP RIGHT UP TO THE GREATEST ACTION SPORTS SHOW OF ALL TIME!

TRAVIS PASTRANA'S

NITROCIRCUS

LIVE

MIND BLOWING ALL NEW SHOW!



STARRING
ACTION SPORTS
LEGEND
TRAVIS PASTRANA!

2ND FEBRUARY 2016 • MANCHESTER ARENA
4TH FEBRUARY 2016 • SSE HYDRO, GLASGOW
6TH & 7TH FEBRUARY 2016 • THE O2

NITROCIRCUS.LIVE

that now, that was for my old man, I'll just enjoy the rest of my career'."

At the highest level of any sport an unbeaten season is a rare occurrence but buoyed up by an outright win at the '05 ISDE in Slovakia he went into 2006 brimming with confidence and took 14 wins from 14 starts in E3 and won every round overall.

While most riders would have stayed put, stuck to what they knew best and gone hunting for a hat-trick in '07, Knighter took up an offer from Kurt Nicoll – then KTM's Director of Racing – to emulate Finnish icon Salminen and race the US Grand National Cross Country series.

America's premier off-road series, the GNCC is made up of 13 three-hour races and the Euro versus US battle for bragging rights is every bit as fierce as you find in motocross. Aussie Wildman Shane Watts was the first WEC rider to take the title in Y2K, Brit Paul Edmondson came close and the Americans were smarting from Salminen's back-to-back titles in '05 and '06.

"Juha had done it, Wattsy had done it, Eddy tried to do it so I thought I'd have a go. Kurt asked me if I wanted to go and do it and I said 'yes'. I thought 'I've won two world titles, now I'll go over to America and see if I can beat the Yanks'. It's the same with motocross. You can win a world title but you still won't be thought of as the best in the world because the Yanks all think they're better."

"It was quite an easy decision really to go to America. I never wanted to be one of them that just stay in the same thing. I'm sure if I'd stayed in world enduro I could have won six titles, eight titles even because of the momentum from one to another. I had all the confidence in the world and it would have just carried on."

So instead of carrying his momentum into another WEC season, Knighter carried it all the way across the Atlantic where he picked up where Salminen had left off, winning the GNCC Pro championship in '07 and '08. Both years he suffered a number of no-scores but despite this he managed seven wins each season to first beat Barry Hawk Jnr and then Kiwi Paul Whibley to the title.

But he was disillusioned with the lifestyle he needed to live to race Stateside and then salvation came his way – or at least it appeared to – in the shape of BMW. The German giant had tasted off-road success in the early days of the Paris-Dakar Rally but ever since had steered clear of serious off-road competition until it bought Husqvarna in 2007.

"It got to the point where I either went and stayed over there or came back. I was sick of the travelling backwards and forwards from every race – I'd had two years of it. You miss out on normal stuff with your mates which I wasn't too worried about but the travelling got on top of me."

"I wasn't even riding that much because I'd get back from a race full of jetlag, go out on the bike a couple of times and fly back again so I wasn't riding as much and I felt like I was losing fitness a bit and I just had no time to do anything. Get to the event, ride, then back home – it was getting on top of me so I either had to live over there or come back."

"I'd had two good years, had nothing left to prove so I decided to come back and try a new challenge so that's when I signed up for the old BMW job."

BMW was developing a new machine that it would market as the G450X and needed a race arm of its operations to give the project credibility in the off-road world. So Knighter, Salminen and Tarkkala were signed up to spearhead its assault on the WEC but all three riders had major misgivings pretty much straight off the bat.

"In the winter they wouldn't let us ride with >>

The Farioli years were some of the Manxman's most successful.



Imperial

CAR CENTRE



Volkswagen Crafter 2.0 Tdi 143ps Sportshome

£34,995 Choice of 2 designs. Orders being taken.



Mercedes-Benz Sprinter
2.1 3.5T High Roof Van
£23,500 no VAT



Volkswagen Crafter
2.0 TDI BlueMotion Tech 109PS
£42,000 inc VAT



Volkswagen Crafter
2.0 TDI 136PS High Roof Van
£36,995 plus VAT



Volkswagen Transporter
2.0 TDI 102PS Startline Van T5
£36,995 inc VAT



Volkswagen Transporter
2.0 TDI 102PS Trendline Van
£36,995 inc VAT



Volkswagen Transporter
2.0 TDI 140PS Highline Van
£38,995 inc VAT



Volkswagen Transporter
2.0 TDI 102PS Startline Van
£19,500 plus VAT



Volkswagen Transporter
2.0 TDI 140PS Startline LWB
£21,995 plus VAT



Volkswagen Transporter
2.0 TDI T30 Startline
£19,995 plus VAT

We are a family-run business with over 20 years motor trade experience
offering a fantastic choice of hand-picked, quality used vehicles

01724 867000 07970 720795 www.imperialcarcentre.co.uk

All prices exclude VAT

DONCASTER ROAD, SCUNTHORPE, LINCOLNSHIRE DN15 7DS



anyone – it was just the BMW team on its own – so we didn't get a comparison off another bike. But I had a Honda in the winter and I knew how quick I was going and how much slower I was on the tracks at home on the BMW. When we got to the first world round and we all finished like seventh and eighth it sort of hit home.

"Me and Tarkkala and Juha were asking for some big changes with the bike and they wouldn't do it. They said 'that's like a KTM or a Japanese bike and we're not doing it'."

It's hardly surprising that BMW wasn't willing to make the changes the riders were calling for. The machine represented a radical rethink of off-road bike design and it was these new ideas that were causing the problems. To revert to a more conventional design would have resulted in a massive – and very public – loss of face.

"It was an oddity. There were a lot of different ideas on it – some of them were all right but there were two big issues with the bike. The engine spinning backwards wasn't much of a help. When you wheelied into something it nosedived.

"The crankshaft rotated backwards and the clutch was on the end of the crank so if you went around a left-hand corner and dropped the clutch the bike would pull over to the right and if you were in a left-hand corner it would pull you into the ground.

"But the big issue was the swingarm spindle going through the front sprocket so it wouldn't squat on the rear – instead when you opened the throttle it would lift on the rear and lose grip. Me, Juha and Tarkkala all went testing on different days and we all came to exactly the same conclusion."

Back in sixth on day one at the opening round in Spain, Knighter failed to score on day two before carding a pair of sixths in Portugal at the second round. Frustrated at going from GNCC champion to WEC also-ran he left.

"I lost confidence with it. The team, the mechanics – everyone knew the problem but they wouldn't change it. So we agreed a deal to leave my contract. Looking back you could say it was mistake to go there but it was one of them, it could have worked out mega if they'd just changed a couple of things.

"After I left – not many people know this – the mechanics went to Estonia and had one of Juha's KTMs copied. The chassis. So it was a BMW engine basically in a chassis that looked the same as a BMW but there was a KTM swingarm in it, all the geometry, forks and shock were from a KTM and it didn't have the pivot through the engine. That's what Juha rode for the rest of the year and he won a day at the last round and I won the other day on a Kawi.

"Maybe I should have kept my mouth shut and took the money but at the time there was no way I could have stayed doing that – my passion, my hobby, my job – and not enjoyed it. It's like working somewhere you hate working. I was absolutely miserable all the time."

Free from his BMW contract Knighter bought his own Kawasaki, did some races for Paul Bird Motorsport, returned Stateside to win round nine of the GNCC series in West Virginia and won the E2 class on the final day of the WEC season finale in France. He then signed to the factory Farioli KTM team and won the world E3 title in 2010, taking eight day wins and the overall at six of the eight rounds.

"Everything I said to BMW was right. A lot of people had wrote me off and said I'd come back from America and was sh*t now but when I came back in 2010 and jumped on a different KTM that I'd not really ridden and won the world title it proved that when I can have a little bit of free rein and a bit of help from the team I can do it."

On paper it looks to have been a trouble-free season but behind the scenes Knighter was pushing for changes to his bike.

"That year me and [Christophe] Nambotin were battling the first half of the year, like a day each every event. The weather was crap at home so I ended up going to America to do some riding and my 2008 GNCC bike was still there.

"I rode this 2008 bike – which I thought was exactly the same as a 2010 other than the engine was a 450 instead of a 530 – but they'd slightly changed the frame and my '08 was way better. It turned way better. Bearing in mind I had the forks and shock out of my 2010 bike in the 2008 bike.

"I rang the factory who said 'yeah, we changed the geometry slightly'. I had an old frame from '08 at home so I put that on and rode it because I thought maybe it was just the bigger engine but it was way better."

Always looking for a competitive edge, Knighter approached his Farioli team but he was knocked back when he asked to switch frames. So he went over their heads to Pit Beirer who heads up KTM's off-road racing efforts, got the okay and immediately saw results.

"So we got to the next world enduro >>

Topping the podium ahead of Stefan Everts and Brad Anderson in the Weston Beach Race





BUILT TO A DIFFERENT STANDARD

Motocross - Enduro Supermotard



85 MX



250Fi ENes



450Fi SMX

See The Complete 2016
Model Range at
www.tmukonline.net

TM Racing - UK Dealer Listing

777MX

- Loughborough, Leicestershire
Tel: 01509 210914

Adrian Lappin Motorcycles
- Comber, N.Ireland
Tel: 07767 402133

CCM Racing
- Tallaght, Dublin 24
Tel: 00 3531 4526170

Craigs Motorcycles
- Dewsbury, Yorkshire
Tel: 01924 488117

DMC

- Dunfermline, Scotland
Tel: 01383 732952

Dual Sport
- Ledbury, Herefordshire
Tel: 01531 632745

JemX
- Rhosymedre, Wrexham
Tel: 07989 563426

Meredith MX
- Brislington, Bristol
Tel: 01179 714873

SMR

- Radcliff, Manchester
Tel: 01617 249518

Thor Motorcycles
- Tretoil, Nr Bodmin, Cornwall
Tel: 01208 831774

TM Motorcycles
- Sherburn In Elmet, Leeds
Tel: 01977 680291

Trevor Pope Motorcycles
- Gosport, Hampshire
Tel: 02392 521111

Vampires Rock Motocross

- Newark, Nottinghamshire
Tel: 01636 678533

Washbrook Farm MX
- Doddington, Cambridgeshire
Tel: 01354 740442





in Slovakia with the old frame on, did an afternoon testing with WP just to make sure the suspension and forks were right and then I wiped the floor with them for the rest of the year. Just that little change that helped me turn the bike a little bit better won me that world championship."

For Knighter the ends justified the means but he can't have endeared himself to his team and cracks in his relationship with the Italian outfit quickly widened the following season.

Knighter was suffering from hip impingement – wear and tear from riding had resulted in the heads (the ball part of the joint) of both femurs becoming elliptical rather than spherical – and the opening round of the WEC in Spain highlighted this.

"I think it was in the first special test and I caught my leg and pulled my hip out of joint. I'd looked into getting my hips operated on during the winter and they said I'd need six months for each one which would have wiped me out for the year. Even watching TV was getting a nightmare – my leg would lock in a position and I'd be in agony – but when I caught it in Spain I was done."

A few days later a specialist confirmed that an operation was needed but before he went under the knife he was determined to put in a champion's performance.

"If my hips didn't heal right I didn't want to end my career with a DNF so they gave me cortisone injections in my hip and I raced in Portugal the next weekend and won. It was good for me but then the team were like 'there's nothing wrong with you' but it was that hard mentally and I was in so much pain still that I would never have been able to do all year like it."

I can't help thinking that if he'd stuck with the original frame the previous year the team might have been a little more supportive but, then again, maybe Nambotin would have beaten him to the title? It's all ifs, buts and maybes and we'll never know but it was the beginning of the end for Knighter as a factory KTM rider...

For 2012 there was another new bike but he struggled to gel with the big 500cc four-stroke.

"It was a new bike, fuel-injected. I was riding >>

Stick Knighter behind a pair of handlebars and he'll win on it...



DK made the T1 his for many years



**UNDERWEAR FOR
THE EXTREME**

SD
SMUGGLING DUDS
.COM

MAX ANSTIE



THE INTERNATIONAL COLLECTION

UNION JACK - ST. PATRICK'S - SAMURAI - STAR SPANGLED



THE DELUXE RANGE
CAUTION - CATTLED - PAINTBALL - DIGI-CAM

Get **15% off** all orders online at SmugglingDuds.com with discount code - **DBR15** (Offer excludes any sale items)

Wrong turn

How enduro lost its way...

When Knighter first broke through on the world stage enduro was a different sport to today and, naturally, he's happy to speak his mind on what he feels has gone wrong.

"I was looking at a DVD the other week from I think 2005 and the tracks were brilliant – proper old-school enduro – and when you look at them now they're pretty much just a flat-out motocross test. I think now motocrossers can fall into it a lot easier than they could back then.

"[Johnny] Aubert managed and came good and had the right riding style to be able to adapt but some of the later ones who have come in are good motocross riders but get them on the proper technical stuff and they're terrible. But you don't get any of that now so it doesn't really matter.

'Trials skills are definitely an advantage to have to start with and in enduros back then you needed them but over the years enduro has changed a hell of a lot.'

Knighter backs up his opinion that the sport today isn't technical or tough enough with a tale from this year's ISDE.

"At the six day this year we got to the first special test on Thursday or Friday after heavy rain overnight. It was on off-cambers, it was grass, it was real tricky. Then we got to the next test which in my opinion wouldn't have been as difficult and straight away the course inspector couldn't even get up the hill at the start.

"He's a good rider but he'd been riding around all week on a knackered enduro tyre that was like a slick. So they cut the first half of the test out and that's the test I was absolutely smoking everyone on – first lap, first day I pulled eight seconds on it and Tom Sagar was another one having good times on it. It suited us, it was a British sort of test.

"So they cut it out and only timed it the first lap so I rode through the tape and up the hill – it was easy, there was nothing at all wrong with it – and all the Yanks and Aussies were cheering and laughing their heads off and then I got a bollocking from the FIM. I just said my goggles misted up and I couldn't see the tape.

"But that's a perfect example of them cutting something out and not having a clue. Later on in the test the big off-camber grass turns were a lot more difficult than the hill at the start was. It just makes no sense. It's messing the sport up, that's for sure."

my tits off and finishing second or third and not really getting anywhere. Nambotin was smoking me which was weird.

"The big thing that had changed was the bike. Everyone was back on two-strokes in E3 and basically there were two of us on four-strokes. I was getting top three and the other guy – Oriol Mena, who's a decent rider – was struggling around eighth or ninth.

"People were asking and I said that I thought the 500 had had its day in the class and KTM got the arse with me a bit, saying I was slagging the bike off – all I was saying was that it wasn't competitive against 300 two-strokes and that's the way it was. I wasn't saying it was bad, just that I couldn't do any more and was riding it as hard as I could."

In the past Knighter could always count on the support of the factory with former top-flight motocross riders Nicoll and Beirer understanding his racer's mindset but in the past any changes he'd asked for were low-key – this time his dissatisfaction was out in the open.

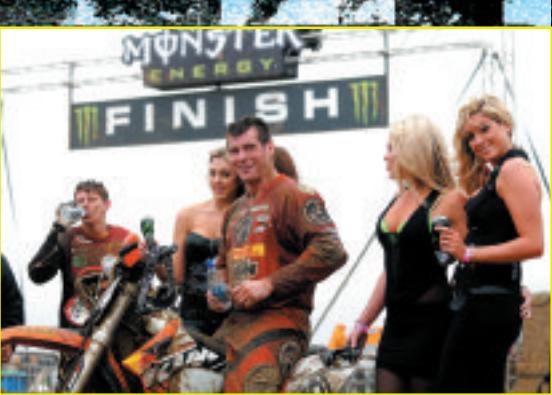
His cause wasn't helped by a journalist who privately asked his opinion on whether or not to buy a 525 and then went public with the answer (which, for the record, was something along the lines of 'only get one if you want to go WFO in the desert').

"We got to Italy and the championship was already gone so I asked if I could ride a two-stroke, brought my own that was a year-and-a-half old and won. People might have been thinking that I was talking a lot of sh*t and blaming the bike but I knew the new 500 was hard to ride with fuel injection and the two-stroke was a hell of a lot easier.

"So I rode the 300, won on it and then we went to the next round in Sweden and I rode a factory 300 they brought and had all sorts of hassle with it. I broke the reed valves on it, it wouldn't run right all weekend and I got blamed for that – one of the Italian mechanics said that I'd put my own reed block in it which I never.

"In Finland the week after I was feeling pissed >>





off and struggling with the bike they'd brought and had a massive crash and suffered internal bleeding in my stomach."

Knighter finished the year with a below-par performance in France and his WEC career as a factory rider was over.

"I had two sh*t years really in '11 and '12 and there are always people in teams who are quick to look after themselves and back-stab you. I said stuff that I shouldn't have said – that's without a doubt – but I've also been a victim of people saying sh*t and going back to the factory looking after themselves."

"I've always considered KTM as a family but there are a few people in there who have tried making it hard and then I say stuff because I'm pissed off and that's what sort of knackered the job really. It's one of them..."

For 2013 he financed his own team – racing E2 on a 450 Honda – and started strongly.

"First two rounds I was in the mix for the podium. I missed out on the win at the first round when I crashed avoiding a dog in the extreme test – which was better than hitting it – and lost the race."

After his competitive finishes in Argentina and Chile he crashed in Spain in a freak accident on a liaison stage and bent his thumb back so badly he needed surgery which effectively ended his season.

"I went to the last round in France and won the last day of the year, then got a penalty. It was a real muddy race and I won by a minute but they changed the check times because the guys weren't getting in the check on time and they didn't tell Paul Edmondson who was helping me out."

"That was sort of the end of it. I was that

pissed off. You go there with your private team, put a lot of money into it and through no fault of your own you end up getting penalised. It opened my eyes."

In 2014 he raced just one round of the WEC – finishing second in E3 on day one in Italy – and did the same in 2015, this time carding a pair of fifths in E2 in Belgium. So he's still competitive on a world level in 'traditional' enduros but for Knighter his future now lies mainly in extreme events.

Knighter's a proven winner indoors (he won the '08 FIM Indoor World Cup) and in extreme events – most notably The Tough One which he's won six times – with his trials skills, speed, determination and brute strength a perfect cocktail but, again, deals that would ensure his competitiveness are scarce.

"I went to extreme enduros [in 2014] but obviously then I couldn't find much and ended up doing a deal with Sherco for the indoors and finished second in the world championship on that. Sherco didn't have much to throw at me but we sort of thought we could make it work between us. The year before I finished second on the Honda so that's twice second."

Knighter's relationship with Taddy Blazusiak, the world's leading indoor rider, is publicly one of mutual respect. Behind-the-scenes rumours suggest otherwise but for once he's remaining diplomatic when asked about the Pole.

"Me and Taddy have a bit of an on-off relationship. We get on and then one of us wipes the other out and we have a bit of a tiff."

Once the indoors were over it quickly became clear that the arrangement with Sherco wasn't going to work out.

"I went to do the extreme races and

Sherco didn't have the manpower to go. The agreement was they'd send a van, a bike and a mechanic so I ended doing a couple of rounds off my own back. I did The Tough One and went to Erzberg and the bike melted itself.

"I had a good relationship with Sherco and I still do but they weren't in a position to support me enough to do the extremes in a good way. They way we could do it would make us both look stupid, going there with half effort, so it was a mutual parting of ways and Marc [Teissier – Sherco owner] was spot on and good about everything."

"A lot of people probably think I fell out with them but I didn't. We struggled with the two-stroke a bit – that was a new model and not up to speed – but the four-stroke was a mint little bike which we proved in the indoors."

Finding himself again short of a deal he bought a KTM to finish the year off before being picked up by KTM UK for 2015.

"I've always had a good relationship with Shaun [Sisterson] at KTM UK. There were a couple of other offers in the pipeline – obviously, I rode a Yam at Weston which was a one-off deal – but for this year I just decided to go back to my roots and do the British championship and the indoors and go from there."

"I was still in with a very good shot of winning the indoor world championship up until the last round when I didn't ride. In the weeks leading up to it I was feeling horrendous and had no energy and was diagnosed with Epstein Barr virus and CMV which is another virus so that was another great start to a year."

"I tried riding on and did the first Brit round but didn't finish that – I absolutely ran out of

Knighter rates the four-stroke Sherco as a really good bike



Weston is without doubt one of Knighter's favourite events



energy, felt dizzy and was passing out so after that I went and had proper tests done at Twickenham. They put me on a diet – there's nothing really you can do with the virus but there are things you can do to help – and I did nothing for a month, no riding, just tinkered around in the workshop."

It was another big setback but, true to form, the Manxman wasn't about to throw in the towel and he was back in the saddle as soon as possible.

"I thought I'd give the next Brit round a go just to see because you drop two rounds anyway and ended up second. I didn't feel great but I managed to finish which was a big step in the right direction. And since that all year I've been plodding on, step-by-step, just getting myself better. I had tests done a couple of weeks ago and I'm still not 100 per cent but I'm getting there and hopefully by January I should be all clear again."

"It's probably the worst thing I've ever had wrong with me. It's something you know you've got but nobody can see it and people just think you're full of bullshit. To get up some mornings was absolutely desperate. And I was trying to ride which looking back was just bloody stupid."

"I actually feel better now in my head and in my body than I have for years so maybe it's what I needed. I've had a bit of time with the family and it just gets your head back in the right place. You realise you do it because you love it."

"I have a hell of a lot of pressure on me and people expect results every time you ride. I've gone out at the weekend [at last month's Indoor Enduro Extreme] with no mechanic

– just the missus and kids – to have a laugh really and it came back. I didn't really try, I just enjoyed myself and I was happy with second."

For arguably Britain's most successful enduro rider of all time (Paul Edmondson might disagree) there's a big question mark hanging over his future. Knighter knows the direction he wants his career to go but with a number of smouldering bridges behind him he's not in complete control of his own destiny.

"I want to go and do extreme. I know I can win at it. I've done it before and I know I can go and do it again. People talk about age but Jarvis is four years older than me and he's still winning. I think I've got a better balance than Jonny and Graham. I've got the technical ability and I've got the speed as well. We're all different and bring different things to the table and I'd like to see more than two people capable of winning."

"I've been trying to get a deal for indoors. The last few years I've been second in the championship and in with a shot of winning. I think in my whole career – America and Europe – I've only had five indoors when I've not finished on the podium."

"I've not sorted anything with anyone [for next year]. I don't mind doing stuff myself if I've got a couple of good people around me but people don't do it for free and I can't go and ride for free."

"I want a small team. A good little bunch of lads that are enthusiastic and want to win as much as I do and that's all I need because when they want to win as much as you do they'll change the slightest little thing to help."

Stateside star

How Knighter conquered America

For a down-to-earth, home-loving Manxman trading the European-based WEC for the GNCC was a massive culture shock.

"It was a completely different world. You're riding a similar type of bike but that's where it ends. It took me about four or five races to get my head into it. I think I rode the events a lot different to the way they did. They used to pace themselves and wait for the last lap. I just pinned it from the start, tried to get away and then survived on whatever energy I had left for the last couple of laps."

"It was a very different culture but I enjoyed it. Looking back I probably enjoyed GNCC at the end more than I did the world stuff."

Having hit on a winning formula in the WEC, Knighter adopted an 'if it ain't broke, don't fix it' approach to his time in the States.

"I've never been to a gym hardly. When I was doing world enduro I would just ride and ride. I'd go down to the beach or up in the woods and just do special tests and when I went to America I didn't change anything. I was fit because I was riding all the time and I didn't want to lose my speed."

"That was the big thing where a lot of riders went to America and they lost speed with maybe riding for three hours all the time or doing hour motos where you're not pushing and then you get into that mentality where you're riding at 90 per cent instead of 110."

"I didn't want to do that because I knew I'd be going back to world enduro so I pretty much carried on doing much the same. I threw the odd hour moto in now and then but very rarely."

Auf Wiedersehen

Why BMW went belly-up

BMW's entry into the WEC was seen by many as a sign that the sport was about to enter a glorious new era – after all, this was the mighty BMW – so when Knighter walked he took the hopes of enduro fans with him.

"I think I got made a bit of a scapegoat for that job. When I signed up for it a lot of people thought I shouldn't leave KTM but a lot of stuff was changing at KTM at the time. Kurt Nicoll had left and I got on real good with Kurt, he was brilliant to me. He gave me my factory ride and anything I ever asked for he made happen."

"So he'd left and KTM had MotoGP on their minds and were putting a big effort into motocrossing and enduro was getting left behind."

"With the BMW thing, obviously Salminen had the same opinion as I did, Tarkkala did – they took a lot of good people from KTM and it was almost like a KTM team only with a different bike. When we spoke to BMW about the bike we said 'you've got to listen to us' and they were like 'yeah, yeah, no problem, we're here to win'."

"I knew from the start that it wasn't going to be easy but when we got started the actual team was good. The guy running the team was mint, all the mechanics were mint, the problem was the board members of BMW were looking after their own backs which was clear to see."

"The bike was actually good for a normal guy. A mate of mine has still got one and loves it and for going out trail riding where you don't notice the grip issues it's a lovely bike but when you tried to race it the times just didn't come. We had slow motion cameras videoing stuff and you could see what was wrong."

A dynamic photograph of a dirt bike rider in mid-air, performing a high jump. The rider is wearing a red, white, and blue motocross suit with a helmet and goggles. The bike is orange and white. The background shows the dark interior of a stadium with tiered seating and bright overhead lights.

Rhythm and Blues

THE GOOD – AND BAD
SIDES – OF RED BULL
STRAIGHT RHYTHM...

Words and photos by Steve Cox



CLOTHING

2016 SEASON



ASYMMETRIC MODEL

- Stretch materials.
- Adjustable pants.
- Zipper reinforced.
- Knees reinforced.
- Made in Italy.



CIRCUIT
EQUIPMENT



IMPORTERS & DISTRIBUTORS

WWW.P3RACING.CO.UK
DEALER ENQUIRIES WELCOME CALL 01432 351392



ver the last decade or so, Red Bull has developed a reputation for creating unique events of all kinds from Flugtag, to the Red Bull Air Race, the Rampage and many more. In 2013, Red Bull – likely inspired by popular motocross video games of past and present – introduced Straight Rhythm. The philosophy of motocross and supercross has always been ‘jump for show, corner for dough’ but Straight Rhythm removes all corners, resulting in a drag-racing-style head-to-head elimination event that obviously puts a lot less emphasis on corners and also fitness.

Without knowing anything about the event it's easy to understand why Red Bull-sponsored athletes would show up to race at the Red Bull Straight Rhythm. But when it's coming on the tail of 29 scheduled AMA events and just a week before the already-established Monster

Energy Cup adding another event can be considered too much.

In addition to the scheduling issue there are a few other points that make the Straight Rhythm a potentially tough sell –

First, while there are positives to the shorter races there are also negatives including the fact that it's difficult to recover from a mistake.

“Say you come up short on one jump... boom, you're already out,” reckons TLD/Lucas Oil KTM's Jessy Nelson. “You screw up one section and it ruins the whole entire rhythm.”

But given the intensity of the racing – and the level to which racers have to push themselves – CycleTrader.com/Rock River Yamaha's Kyle Partridge had a bit of a bigger concern than losing.

“I think the one negative about this deal is just trying to stay healthy before supercross,” says Partridge. “That's the only thing I really look at as being a negative. It's intense out

there and I think it could be pretty easy to ride over your head in the heat of a battle and hurt yourself if you aren't careful.”

Nelson reckons the event format itself can make it a bit more dangerous than what racers are used to.

“Every time you go out on the track, it's a sprint lap – as hard as you can go,” says Nelson. “And when that happens it leaves bigger room for error. So like, you go out cold turkey and just start pinning it. You don't really know what you're coming up on sometimes. The track could be changed, be a little different, but you still have to send it no matter what or else be prepared to go home early.”

This was a sentiment echoed by GEICO Honda team manager, and multiple-time AMA National Motocross Champion, Mike LaRocco.

“We only come to this event because our racers want to do it,” claims Mike. “We want to support them. Our sponsors aren't worried >>



OPEN SUNDAYS IN DECEMBER 10am-2pm

**2016****FOX, SHIFT, ANSWER
FLY, ALPINESTARS
AND TLD KIT**

NOW IN STOCK

**2016****BELL HELMETS**

IN STOCK



NEW

**TOY
BIKES & TRUCKS**

IN STOCK



NEW

**ROCKER
IROK MINI BMX
BIKES**

IN STOCK

**2016****LEATT PROTECTION**

IN STOCK

**STRIDER
BALANCE BIKES**

IN STOCK

**CHRISTMAS EVE**

9am - 4pm

CHRISTMAS DAY

CLOSED

BOXING DAY

10am - 12 noon

27TH DECEMBER

10am - 2pm

28TH-31ST DEC

10am - 4pm

NEW YEARS DAY

CLOSED

2ND JAN 2016

9am - 4pm

209 THE GREEN ECCLESTON NR. CHORLEY LANCS PR7 5SX
order online at www.poaracing.co.uk
SEE OUR T+MX AD OR OUR WEBSITE FOR NEW STOCK AND SPECIAL OFFERS



The Stewart brothers – Malcolm and James – make it a clean sweep

about whether we race this event or not but if our guys want to do it then we want to be here to support them. The big thing for me is that they get out of here healthy because it's a really fast track and it's easy to make mistakes. If they all leave here healthy then we'll consider that as good as a win."

Unfortunately for LaRocco and the GEICO Honda team, they ended up on both ends of the win/lose spectrum at the end of the 2015 event, as Malcolm Stewart took the win for GEICO Honda and Jordon Smith landed third place for the team but team racer RJ Hampshire ended up being the only major crash and injury from race day when he went down hard in the whoops and knocked himself out. He was taken to the hospital and treated for his head injury but was reportedly otherwise okay.

The last negative isn't really a negative of this specific event but rather just something to think about in regard to the racers of the future. It's apparent in the USA that the popularity of supercross has had a pretty major impact on the local tracks and the racers that grow up racing on them. American motocross, even on the amateur level, includes a lot more jumps than most other countries and not a lot of technical things such as off-camber turns.

There are many tracks in the USA that are essentially straights with 90-degree or 180-degree turns at either end rather than more natural paths and terrain that can be more easily found in other countries. Last year, before the inaugural Straight Rhythm, local SoCal track Milestone MX Park built a (more mellow than

the real thing) straight-rhythm track for people to practice on but Milestone was the only track to do it. This year, at least three tracks built straight-rhythm tracks prior to the event, and the track at Pala Raceway was actually used for an amateur straight-rhythm race as well as a qualifier for a few of the 250cc pros, giving the top finishers an opportunity to show up at the Red Bull Straight Rhythm and possibly qualify for the event.

The USA is already falling a bit behind in terms of cornering speed on motocross tracks as is evident by watching the past few Motocross of Nations events and if the Straight Rhythm catches on the potential is there for a whole generation of motocross racers to become significantly worse at cornering. Although this is potentially a way off it's definitely something to think about as kids already don't really like cornering and prefer the 'fun' of clearing big jumps instead.

"Turns are such an important part of a race," reckons Red Bull KTM's Ryan Dungey. "Because believe it or not although they may seem like the easiest part of the track it's where you can make up the most ground. If you have 10 turns on a track and you can make up half a second in each turn then you're five seconds ahead..."

With all of that being said about the potential drawbacks of the Straight Rhythm the racers still show up for a reason and for most of them that reason is that the good outweighs the bad. The same can be said for the spectators.

At both the 2014 and 2015 Red Bull

>>



Ryan Dungey and James Stewart were this close for the duration of each of their battles

Rough
and
Ready



Dean Wilson knocked out Arenacross champ Thomas Ramette in round one



Riders need to eke out an advantage wherever possible so sick scrubs are mandatory



Straight Rhythm events the crowd had to be somewhat stunted by the 40-degree daytime temperatures but there's no doubt that the Straight Rhythm format is popular with the fans in attendance. The only down-time is when there aren't any riders on the track but if there's racing going on, there's cheering going on because it's almost guaranteed to be very close. This year's event had covered grandstands for the first time which helped to keep spectators cool but it was still very hot even in the shade.

As far as the racers are concerned, there are a myriad of positives to draw from the event, starting with the fact that it's great speed training.

"It's good just for a little bit of intensity," opines Red Bull KTM's Dean Wilson. "You're really pushing it to beat the guy next to you."

RCH Suzuki's Ken Roczen also had a lot to say about the intensity level of the event.

"It's never bad to have a lot of intensity," reckons Roczen. "And obviously timing is a

big key. It's not bad at all to have a race. It's a different race, yeah, but you're still going to have to jump good and you're still racing another person. It's always good to push each other and get back up to race speed and intensity."

Even James Stewart, who is widely regarded as the best in the world in terms of raw speed, appreciates the intensity level of the Straight Rhythm.

"Maybe with not racing for a year, the sprint part is something that I might be lacking coming in," says Stewart. "I haven't actually done anything in the way of sprints since the last time I raced supercross so it's a little bit of a struggle for me to pick it back up. But it's good, I think, to be forced to do it. It teaches you how to keep up with what your brain is trying to do."

Monster Energy/Shift Racing's Josh Hansen thinks it's a plus for guys like him who aren't exactly known to be heavy-duty trainers.

"I think the biggest thing, the downfall would be somebody like Dungey or these guys that

train their asses off and more or less, they have the speed, they're doing good, but these are guys that can go 45 minutes on a motorcycle..." Hansen said. "And then you get the dudes that can't go 45 minutes on a motorcycle and it makes it closer with those guys. So I'm sure they're not too stoked. The dudes that don't train think it's pretty cool – I think it's rad..."

The event ends up being purely about bike skills and speed rather than endurance and depending on which side of that a racer lands on they could consider it good or bad.

"Plus there are some guys who like to cross-jump you or put you over berms in supercross and here they have to stay in their own lane so they can't beat you just by riding like a dick," adds Hansen. "I'm good with that, too. In that way, this might even be safer than supercross..."

At the inaugural Red Bull Straight Rhythm it was difficult to find people who were willing to talk about the prospect of the event turning into a racing series. This year, though, a lot of



people brought it up themselves.

"It's more a one-off right now but depending where Red Bull wants to take it, I think it can turn into something that could be a series, for sure," expresses Dungey. "I think a lot of guys who struggle as a privateer to make it to the races could still make a living doing something like this. Come and enjoy the race but still get paid to do it. It's definitely more of an invitation-type deal right now but there's a lot of potential. It's just a matter of if Red Bull wants to take it to that level and where we as a sport decide to go with it."

But, of course, with the schedule as packed as it already is, any sort of a Straight Rhythm Series would likely have to take the place of existing events or feature a different set of riders altogether.

"I'd do a series like this over the Nationals," adds Hansen. "I'm not doing the Nationals either way but something like this, along with X Games and supercross – I'd be pumped on it."

Partridge actually did race the Nationals this year – for the first time in four years – but sees

this as a big deal if it could turn into a series, too.

"I'd love to do something like this more often," says Partridge. "I've never been that great at outdoors as a pro. I like to be able to catch a rhythm and a flow and the outdoor races don't let you do that so a series of these races would be pretty cool for me."

If the Straight Rhythm did become a series that caught on with major teams it would most likely end up replacing the outdoors which would directly affect how competitive US-based racers would be on the world stage. But as a one-off event, it certainly seems popular among the racers.

"Last year, I was here for the first time and I didn't race it," says Roczen. "After the event, I was 100 per cent sure that I was going to race it the next year because I thought it was super rad. It's just cool to do something different rather than always ride laps plus it's fairly new. Red Bull always come up with new stuff and it's just a rad event, you know? I think the fans love it and the riders have a lot of fun out here too."

ONEAL 2016 MX
SINCE 1970

MEGA



WE GATHER ALL OF THE
FOUR-STROKES FROM ALMOST ALL
OF THE MANUFACTURERS TO TRY
AND FIND OUT WHICH BIKE IS BEST...

Words by Max Hind Photos by Nuno Laranjeira

10SERIES HELMET MIPS

Improved safety with MIPS® system
Meets standards: DOT, ECE 22-05, AS/NZS and ACU



ONEAL
SINCE 1970

TEST



So the 2015 season has finally come to an end. The racing is over, championships have been settled, glory has been claimed and our thoughts now turn towards next year when we'll no doubt do it all over again.

For some it may mean a time of change – y'know, a new motorcycle in order for that eternal glory to come just a little bit easier. There are plenty of options in the stables to choose from but just what is the best new war horse to ensure your success? DBR is here to help you out with that conundrum...

Our 2016 shootout was an ambitious project from the start and in order to make this the most beneficial and informative test for you guys we made sure that all of the major brands were represented. We had KTM, Husqvarna, Yamaha, Suzuki, Honda and Kawasaki bring

along their 2016 ranges for us to ride and ultimately tell you guys what we thought. That's six manufacturers and 14 different four-strokes – we also tested 125, 150 and 250 two-strokes for a future issue too.

With an impressive hoard of 2016 machines lined up it was time to locate appropriate test pilots who could help determine which steed might be best for you in 2016. Now one thing we know here at DBR is that every rider is different. We all ride and race at different levels and each of those levels may require something a little different from a motorcycle. With that very fact in mind, we drafted in five very diverse test dummies in order to cover the spectrum and ensure that we gain all the thoughts and opinions that are most appropriate for you, no matter who you are or how fast you ride.

The final two things to nail down were a track and a date. Doncaster Moto Parc was to be

the track – an all-weather circuit that's not too deep and has a little bit of everything which proved to be the perfect arena for our ultimate motorcycle fist fight – while the date was set for late November.

With everything crossed we headed into the day hoping that Mother Nature would be on our side and she was – for the first half of the day at least. Come the afternoon and the final stretch of our Megatest we all got wet. However, the way in which we worked it meant that both groups of bikes – MX1 and MX2 – were tested in perfect conditions, intermediate conditions and in the wet. And to be honest when you think about it you couldn't really ask for a better way in which to test dirt bikes that will be ridden and raced in good old Blighty.

14 bikes, six manufacturers, five riders, and one track – this is the ultimate test. >>

7SERIES HELMET EVO MENACE MATT BLACK/NEON ORANGE



ONEAL
SINCE 1970

ONEAL
SINCE 1970

2016 HARDWEAR **FLOW**

| » | BLAKE BAGGETT | FLOW BLACK/RED



blue/red



black/red



black/orange



vented: black/blue



black/white



FRESH FOR EVERY MOTO

The New Hardwear FLOW kit.
Interchangeable jerseys that match a single Flow pant. The 2016 Hardwear line – Reinvented, let it Flow.

Full 2016 collection available at [GHOSTBIKES.com](#)

MEGA TESTU

TEST SQUAD



ED BRADLEY

Former Pro racer and test rider

Before pursuing a career in Performance Psychology Coaching and Neuro Linguistic Programming Ed Bradley was DBR's full-time test pilot. As a former GP and British Championship contender Ed definitely knows how to ride a bike and since he's a little bit smarter than your average bear is excellent at figuring out how a bike is working and what it would take to make it better.

Usual ride: Honda CRF450R

MARTIN CRAVEN

International Playboy TMX tester, Maxxis race promoter and FatCat Motoparc head honcho

Martin Craven is not only someone who's got his finger in many pies but also one of the most technically proficient riders we know. Martin has even finished the Erzberg Hare Scramble without breaking a sweat which makes him a god in some circles. Martin loves a coffee and a slice of cake almost as much as he enjoys riding and is terrible at catching flights...

Usual ride: KTM EXC 300

MATT MOFFAT

Pro Racer and full-time Northern Monkey

Matt Moffat probably needs little introduction to DBR fans as he's a regular top 10 finisher in the Maxxis and also secured a superb second spot overall in the 2015 EMX300 final series standings. Equally as happy on two or four-stroke machinery, Matt is a solid all-round rider and a genuinely good guy too!

Usual ride: Husqvarna FC450/TC250

MAX HIND

Multimedia Wizard

Max Hind aka TooFast Max aka Johnny Floppy Hair has been an integral part of the DBR dream team for the past few years now and really ramped it up this summer with his Track Attack and long-term test bits. Always proactive and the original super keen jelly bean this shootout is basically his baby and as well as organising everything on the day took part in the riding part of the test n'all. What a busy little beaver he is.

Usual ride: Husqvarna TC125

DAN GROVE

Factory Spectator and Clubman racer

We like to think of Dan as being a fairly typical off-road racer who works his ass off during the week so he can afford to go racing on the weekend. He was actually meant to be working on the day of this shootout but pulled a sickie instead so he could drive up to Donny. The soon to be sacked south westerner is a regular competitor in the Premier MX series and ended the season on a real high with some personal best results. Well done Daniel.

Usual ride: Yamaha YZ250



B-FLEX GOGGLE

NJOY
RIDE



ENJOY
RIDE

ONEAL
SINCE 1970

ONEAL
SINCE 1970



ANDY BOLLER ▶
[Former MX Pro / O'Neal Product Manager]

MAYHEM GLITCH KIT

MAYHEM Jersey GLITCH black/neon
MAYHEM Pant GLITCH black/neon
JUMP Glove SHOCKER black/neon
RDX Boots white



Full 2016 collection available at www.dirtbikexpress.co.uk

DIRTBIKEEXPRESS



M X 2

The quarter-litre world beaters

Horsepower is considered king in the MX2 class but big numbers on the dyno don't necessarily translate to wins out on the track. Power delivery is also important as is suspension performance, turning ability and a bike's ergonomics. Fortunately there are no lemons around these days which actually makes the job of our test team even more difficult. That said it seems like there's one bike that's head and shoulders above the rest and then the rest are actually very close. Read on to see who's top of the pops ...

ED BRADLEY

"The first bike I threw my leg over was the KTM 250F. I spent the first half of the lap going 'wow, wow, wow! Oh my god, this bike is so fast!'. It's so snappy and responsive in the bottom, the mid-range is super strong and the top-end – well, the bike is just super-fast. It's unbelievable – it blew me away! The KTM had a high over-rev which I liked and it was very powerful – they are the main things that stood out for me.

"The suspension is a little hard which actually gave really good feedback when tracking your lines. It is a very stable bike and where you aim it is where it goes. The layout on the bike is noticeably sleeker and softer with more rounded edges and more of a Japanese feel to it than in past years. Overall this bike is

absolutely awesome – it blew me away. "The next bike up for me was the Husky 250F. My initial reactions onboard that bike were that it was a little harder to turn than the new KTM. The wheelbase felt long and it was more of a case of steering with the back end – very similar to the 2015 Husky and KTM's. The suspension felt soft and it was a little bit too weak in the mid-stroke for me personally. The Husqvarna is a very powerful bike but it's very smooth and feels very mellow. It's easy to ride and very manageable, whereas the KTM was just an out and out animal.

"The first Japanese bike I rode was the Honda 250F. The first thing I noticed when getting on the bike was that the handlebars were really high. That made it feel as though I was sat in the bike rather than on top of it like the others. Although the bike does turn on a pinhead and feels super nimble I found that the front end wanted to wash out a lot – maybe it's a little harder to get your weight over the front end with the bars being so high?

"However, the nimbleness of this bike also means that it is very easy to change and swap lines although you also find that it's very easy not to have a choice. What I mean by that is with the KTM – and even the Husky – they were very stable and you can follow lines easily whereas if you made a mistake onboard the Honda it would put you in a place that you >>



ELEMENT SHOCKER KIT

ELEMENT Jersey SHOCKER black/orange
ELEMENT Pant SHOCKER black/orange





Romain Febvre takes MXGP World Championship Victory For Yamaha
The French rider rode an amazing rookie year in the FIM Motocross World Championship on his YZ450FM. Febvre took an incredible 13 moto wins, including his stunning race at the inaugural Assen GP to seal the title with two rounds left to run of the season. His incredible performance shows what the YZ450F machine is capable of and you too can experience the YZ450F's full potential with the newly launched 2016 4-stroke models. See our website for more details.



didn't necessarily want to be.

"The power on the CRF is what you would expect. The bottom is incredibly smooth and that's good on the hard, slick stuff but on our test the track was heavy in places. If you were racing you would definitely want to be accelerating hard out of the turns and I'm afraid the Honda just doesn't have it. I like to be as open minded as possible and think that all of the bikes are just as good as each other but the Honda power is just so low. When comparing it to the other bikes that we've ridden the Honda is just the standout bike that lacks the oomph, it's missing it completely. The bike over revs happily and you can ride it on the rev limiter but there's just no power there."

"The Suzuki 250F surprised me. I've not ridden one for a few years – most of the tests in recent times have been on the 450. But the 2016 250 has been given a big update. It has the chassis of the 450 now so it's quite rigid and it has that feeling of stability yet it turns like the Honda does. That means that it is very easy to turn the bike and it's very nimble but it also has enough rigidity in the chassis to keep you in a straight line – it definitely has the best of both in that aspect."

"The motor also really surprised me, the motor is very strong in the bottom and mid-range and it was also quite snappy in the top-end. By that I mean that it had a good over-rev before hitting the limiter and it was still happy to bounce the valves in the places that enabled that. So the

Suzuki was definitely a standout one for me. Overall it's just a very good strong bike and very nimble. If anything, the chassis is maybe a bit too rigid. The Honda had slightly more flex while the Suzuki didn't. I think from a racing point of view that's a good thing but from a hobby rider's point of view that might make it a little harder to ride."

"The next bike up was the Yamaha. What I like about this bike is that as soon as you sit on it everything feels nice and rounded – everything feels nice and plush and it's just a nice bike to sit on. The initial stroke and the mid-stroke feels so soft compared to the other bikes and you just go straight to the bottom of the travel which was a bit strange to get used to. However, once you got used to that it was okay and as I say it was a nice bike to sit on and ride. The handlebars made me feel like I should be a freestyle rider – they were like proper ape-hangers but that was no real problem and it was still fine to ride."

"The engine has a lovely mid-range and an okay bottom end. The top-end was a little bit weak, it over-revs okay but it signs off fairly quickly – it's got quite a narrow powerband. However, the thing that I really love about the Yamaha is that it's such a rider friendly bike. You can stick it where you want, the levers are easy and plush to use, it handles nicely and I think a lot of hobby riders will gain a lot from riding it. You can push and go fast, you can scrub it easily and it's nice and light in the air. But I think if

you're a racer you've got a bit more work to do than on the Suzuki or KTM. Overall I really liked the Yamaha though – it was a really fun bike to ride."

"The last 250F I rode was the Kawasaki. The KX surprised me because once again I haven't ridden one in a couple of years. The power is stronger than before and it revs like mad! It has a good strong mid-range and as I say is revs a lot at the top. The bottom-end is only okay but that doesn't really matter as the mid-range is so strong into the top."

"The Kawasaki has a similar sort of chassis to the Suzuki in that it is stable but rigid. So it does feel a little harsh and a little jittery over the bumps – if you're looking for a soft ride you're not going to get it with this. The Kawasaki also felt very slim to ride – it's probably one of the slimmest bikes out there – which means it was very easy to ride through the ruts and it felt very planted through the whoop section. I was very impressed with this bike."

"In conclusion, the stand out bike for me in this class was absolutely the KTM 250 SX-F. The power was aggressive and responsive, it had a really strong bottom end and mid-range and it revs to the moon. The new layout is smoother and rounder which makes it feel a little more like a Japanese bike. It turns easy, yet felt quite rigid. If I was a racer this is definitely the bike I would go for."

"The next best for me was the Suzuki. It was a little rigid on the chassis but the motor was >>

HARDWEAR FLOW

Fresh for every moto. The New Hardwear FLOW kit. Interchangeable jerseys that match a single Flow pant. The 2016 Hardwear line – Reinvented, let it Flow.



ONEAL
SINCE 1970



Elliott Banks Browne
Geartec Suzuki

image courtesy of Richard Blyth

UPGRADE TO PUTOLINE



For more information on your nearest dealer,
please call: 01778 349333, email: sales@putoline.co.uk, or visit www.putoline.co.uk



www.facebook.com/PutolineUK



www.twitter.com/PutolineUK

fantastic. From a racing point of view the Honda is too slow but the handling is great and it's very smooth. It's by far the slowest bike of all the 250Fs. The Kawasaki was a good bike – very revvy, nice and slim and incredibly responsive. The Husky was there or thereabouts but I struggled with the suspension a little bit and it was a bit hard to keep traction going into the turns.

"If I was a hobby rider than the Yamaha is definitely the bike I would have. It's such an easy bike to ride. It's nice and torquey yet the power is so smooth. The brakes worked well and the suspension is super plush but still soaks up all the hard bits at the bottom of the stroke too."

"So to put it simply if I was a racer the winner would be the KTM and if I was a hobby rider it's the Yamaha."

MATT MOFFAT

"For me the best 250F was the KTM – I liked everything about it! It has a ton of power and I genuinely think you could buy one, get the suspension sorted and take it to race a British Championship meeting. I felt it had a bit of 'naughtiness' about it. When riding it you could feel it had something more than the other bikes across the board. It was definitely the quickest out of the crate.

"The other bike that caught my attention was the Suzuki. That was a really nice bike handling wise and it felt very nice and plush when you rode it. It was very quick for what it was and it had a lot more than I thought it was going to give. It had plenty off the bottom and a nice bit of over-rev too. I think there is a big price difference between the Suzuki and the KTM and for the man on the street that could be an important factor."



MARTIN CRAVEN

"After riding all of the 250cc four-strokes the standout bike for me was the Yamaha. It's so easy to ride and really manageable. Everything works well – the throttle, the brakes, the clutch, everything. It's a lovely ride and handling wise it's night and day better for me compared to the other 250Fs.

"In regards to the others the Kawasaki was a nice bike, the Husky and KTM are what they are and that's a quick racing bike with plenty of power. The Honda is a nice handling bike but down on power and it was getting a bit deep out there when I rode it and it was struggling. "The Suzuki is a great handling bike but it's a bit down on power compared to some of the others but overall still a good package. But for me the winner has to be the Yummy."

MAX HIND

"The standout 250F for me had to be the Kawasaki. I wasn't expecting to gel with it as well as I did. There's one big disadvantage to the Japanese bikes though and that's the lack of an electric start – four-strokes do my head in when I can't start them and that happens quite often! So if you're reading this Mr Kawasaki then sort it out please. If the Kawasaki had an electric start it may well have nicked the top spot in my final ranking of the day but the fact of the matter is, it does not, so my winner has to be the KTM.

"The fight for second on my podium was

HARDWEAR RACE FLOW

Fresh for every moto. The New Hardwear RACE FLOW kit. Interchangeable jerseys that match a single Race Flow pant. The 2016 Hardwear line – Reinvented, let it flow.



between the Kawi and the Suzuki. I really enjoyed the Suzuki and having never ridden one before I didn't really know what to expect. The engine was nice and it pulled well, the suspension felt good, the brakes felt good and the handling was very nice. I felt very confident on that bike.

"Overall though I thought the KTM was the best machine in this class and the 250F podium looks like this – KTM, Kawasaki, Suzuki."

DAN GROVE

The Honda was really nice to ride and was my favourite 250. It has a really well balanced chassis and I felt you could really attack each corner. The brakes and suspension were good too. The engine was a bit slower than the others but I feel the Honda makes up for what it lacks in outright power down the straights by enabling you to go faster around the corners. I really couldn't fault it.

"I have to say that I had high hopes for the Yamaha as it's done so well in the US – and I also ride a Yamaha 250 two-stroke myself – but it didn't have the power I thought it was going to have. The suspension was good and it is a good overall package but lacked the wow factor I was expecting.

"The Husky 250 felt really tall which I thought would help me out as I'm a tall guy but to be honest I couldn't really get to grips with it. I found it a bit bulky and more difficult to ride than some of the others." >>



SHERCO
Motorcycles



TechnoMousse
www.technomousse.com

TechnoMousse
www.technomousse.com

TechnoMousse
www.technomousse.com



FORCEFIELD
BODY ARMOUR



[www.facebook.com/
MalcolmRathmellSport](https://www.facebook.com/MalcolmRathmellSport)

MRS_Ltd

MALCOLM RATHMELL SPORT LTD
Tel 01423 772885 | Fax 01423 772205 | Email info@mrsLtd.co.uk

MRS
WWW.MRSLTD.CO.UK

MEGA TEST!

RESULTS

Rider: Ed Bradley

KTM 250 SX-F
SUZUKI RM-Z 250
YAMAHA YZ250F
KAWASAKI KX250F
HUSQVARNA FC250
HONDA CRF250R

Rider: Max Hind

KTM 250 SX-F
KAWASAKI KX250F
SUZUKI RM-Z 250
HUSQVARNA FC250
YAMAHA YZ250F
HONDA CRF250R

Ranking

1	KTM 250 SX-F	1
2	KAWASAKI KX250F	2
3	SUZUKI RM-Z 250	3
4	HUSQVARNA FC250	4
5	YAMAHA YZ250F	5
6	HONDA CRF250R	6

Rider: Matt Moffat

KTM 250 SX-F
HUSQVARNA FC250
YAMAHA YZ250F
SUZUKI RM-Z 250
KAWASAKI KX250F
HONDA CRF250R

Rider: Dan Grove

HONDA CRF250R
SUZUKI RM-Z 250
KAWASAKI KX250F
KTM 250 SX-F
YAMAHA YZ250F
HUSQVARNA FC250

Ranking

1	HONDA CRF250R	1
2	SUZUKI RM-Z 250	2
3	KAWASAKI KX250F	3
4	KTM 250 SX-F	4
5	YAMAHA YZ250F	5
6	HUSQVARNA FC250	6

Rider: Martin Craven

YAMAHA YZ250F
KTM 250 SX-F
KAWASAKI KX250F
SUZUKI RM-Z 250
HUSQVARNA FC250
HONDA CRF250R

Ranking

1	KTM 250 SX-F	9
2	SUZUKI RM-Z 250	15
3	KAWASAKI KX250F	17
4	YAMAHA YZ250F	17
5	HUSQVARNA FC250	22
6	HONDA CRF250R	25

Overall MX2 Rankings**MX1****Battle of the big bores**

It's fairly rare to hear a rider complain about a 450 – or 350 for that matter – being low on power and it would be fair to say that handling, power delivery and rideability are key when it comes to picking out a favourite from the MX1 division. The truth is they're all fast, they all pull wheelies and they all do big skids but for a bike to win the Megatest then it will have to have other attributes too.

Adding a little spice into the MX1 mix is the inclusion of a couple of 350s from KTM and Husqvarna. Long thought to be the best of both worlds – MX1 power and MX2 handling – it's true that the 350s always receive rave reports from testers at bike launches but how will they go head-to-head against the fire-breathing 450s?

What is very apparent in the 450 portion of this shootout is the differing views of the riders with no clear cut favourite – read on to find out what each of our individual testers thought..>>

MAYHEM GLITCH KIT

MAYHEM Jersey GLITCH black/neon
MAYHEM Pants GLITCH black/neon


ONEAL
SINCE 1970



2016 ANSWER KIT
2016 SYNCRON COMBO £108

COME AND VISIT THE SHOP TO TRY ON!

MX-ZONE

www.mxzone.co.uk

4-STROKE CYLINDER HEAD SPECIALISTS

- + Valve Seat Cutting + Valve Seat Replacement
- + Valve Guide Replacement + Stainless Steel Valve Kits
- + Beryllium Copper Valve Seats

Trade and Retail welcome

All work carried out in-house
2-3 day turnaround

DYNO TUNING CENTRE

- + Fuel Injection
- + 4-stroke cylinder head repairs
- + MX-Zone Race Engines

PERFORMANCE HEAD ENGINEERING

Huge stock of Vertex Pistons
from £39.99

Prox Stainless Steel Valve Kits
£99.99

COME AND VISIT THE SHOP TO TRY ON!

2016 LEATT PROTECTION STOCKEST



ADVENTURE LITE SHOX ORANGE £110

3DF AIRFIT BLACK £210

3DF AIRFIT LITE £150

GPX 5.5 ADULT £330

GPX 5.5 JUNIOR ORANGE £260

Tel / Fax 01225 791182 | email office@mxzone.co.uk
MX-ZONE UNIT 20-21 INNERCITY TRADING EST MELKSHAM WILTSHIRE SN12 8DE

0% FINANCE

available on
2016 Yamaha YZ250F

2 years: £2,000 deposit £192 per month (p/m)
3 years: £3,500 deposit £87 per month (p/m)



1 x 250F / 450F Anniversary model in stock!



SHIFT **GYTR** **GAVIN HOCKEY OFFROAD**

Tel: 01206 791155
www.ghmotorcycles.com

GH MOTORCYCLES

Triple D **Motosport Ltd**



Call Now For Best Price on 2016 Models

Mintsfeet Ind Est Kendal, Cumbria LA9 6ND
Tel: 01539 732666
Email: neil@tripledmotorsport.co.uk

KTM



MATT MOFFAT

"I am going have to say that the Yamaha won the open class crown for me. It really is some bike – it's got a lot of go and you could definitely ride that thing as a stocker in the British championship. Yamaha have got the suspension side of things sorted and you could definitely go racing with the stock suspension! It handles really well and has a nice chassis. "When you first get on the bike it feels a bit wide and clumsy but as soon as you get out on the track then you forget about that as the engine is so good. It's kind of funny and to my ear it's got a different sound to it. A couple of times I thought I was revving it too hard but I think that's because of the reversed cylinder engine and the air intake being in front of you. "As I touched upon before as soon as you get out there it just pulls for fun but it's not too aggressive. It was a really nice bike and I really liked riding it!"

"The next bike for me was the KTM. It was the first time I've ridden the new model and it's really quick yet mellow to ride and I found that it didn't rip my arms out of their sockets which is good. It's nice and slim too and you can really tell that KTM have made an effort to up their game with this bike."

"I was a little disappointed with the Kawasaki. Everyone has been raving about the 2016 edition but I wasn't over the moon with it. I just didn't feel comfortable riding it, it felt clumsy in places and I wasn't that keen on the suspension. The motor felt a little bit gutless off the bottom and then all of a sudden it would pick up and start pulling too hard. I'm not saying it's a bad bike – just not to my taste. "In regards to the 350s they are both quick bikes but you have to ride them harder than the 450s. On the 450s you are able to ride fast while being smooth whereas on the 350s you have to make sure you rev it hard and keep it going. I think if you're going racing then the

450s have surpassed the 350s in 2016 but perhaps for a lighter/smaller person in the MX1 class a 350 might be a better bet."

ED BRADLEY

"I have to say that I really like the Honda. It's very torquey off the bottom and the mid-range is strong too. The top-end is okay but there's not any real need to use it. I also found the bike to be slim and very responsive in the turns making it easy to swap and change lines.

"The Yamaha is super smooth and overall is a lovely bike. It handles great and just like its little brother does everything really well.

"The Kawasaki is a different bike for this year. It's a lot slimmer – particularly around the tank area. It's a very revvy bike and to be honest it surprised me because it was a whole lot better than I thought it was going to be.

"The Suzuki has a strong motor and a rigid chassis. However I found the suspension a little hard and I thought it was tough to ride for me personally.

"The Husky 450 was also a nice bike to ride but there isn't anything in particular that stands out about it for me.

"In regards to the 350s, I just love them – I find them so much fun! The KTM 350 is just like a super-tuned 250 – it's so light and a pleasure to move around on. The Husky 350 has lovely power and the delivery is nice and smooth. It's easy to corner and turn the bike which enables you to get into a nice flow."

MARTIN CRAVEN

"Fortunately I rode the 450s first while the track was smooth. For me the standout bike was the Kawasaki – it was just a really nice, smooth, good handling bike. The KTM 450 was a very close second with its improved power delivery – much better than the last couple of years.

The Husky 450 was very similar to the KTM although if I'm honest I preferred the 4CS forks

on the Husky in today's conditions."

DAN GROVE

"The Honda was the best 450 for me just because it was so nice and easy to ride. I was surprised how much power it had too. The brakes were good and it cornered really well which is something I sometimes struggle with especially in deep ruts like we had today. It was the easiest 450 to ride which to me makes it the best one! It's not as fast as others which were really fast but it did everything really well.

"The 350s were good and I can see the appeal of them as they were not as fast as the Kawi, KTM or YZ450F but had a lot more torque than the 250s. Out of the two 350s the KTM just gets it as I found the suspension felt a little better to me. The Husky had a bit of headshake in a couple of spots which I didn't experience on the other bikes."

MAX HIND

"As I'm usually a 125 rider I find most MX1 machines to be a little bit much and I think that might be the case for a lot of people out there – particularly younger/lighter guys like me.

"So with that in mind if I was to buy an MX1 bike with my own money it would have to be a 350 as it really doesn't feel as though you are riding a big MX1 bike and they're more like a fast 250 which is what I enjoy most about them. Between the Husky and the KTM I'm leaning slightly more towards the KTM as I found that it handled a little bit better for me.

"As soon as I hop aboard the Honda or the Yamaha they feel like huge powerful machines and have the ability to tighten my sphincter somewhat. Don't get me wrong the 450s are rideable and manageable for pretty much anyone – particularly the two Austrian models and the Kawasaki – but I still feel as though I'm a little out of my depth on the big bikes. For me the 350s are always going to be king in the open class." >>

10SERIES HELMET Mips

Improved safety with Mips® system
Meets standards: DOT, ECE 22-05, AS/NZS and ACU



ONEAL
SINCE 1970



ONeAL 2016 MX

MEGA TEST!



RESULTS

Rider: Matt Moffat
YAMAHA YZ450F
HUSQVARNA FC450
KTM 450 SX-F
HUSQVARNA FC350
KTM 350 SX-F
SUZUKI RM-Z 450
KAWASAKI KX450F
HONDA CRF450R

Ranking
1 HONDA CRF450R
2 KAWASAKI KX450F
3 KTM 350 SX-F
=4 KTM 450 SX-F
=4 SUZUKI RM-Z 450
6 HUSQVARNA FC350
7 YAMAHA YZ450F
8 HUSQVARNA FC450

Ranking
1
2
3
4
5
6
7
8

Rider: Ed Bradley
YAMAHA YZ450F
HONDA CRF450R
KTM 450 SX-F
KTM 350 SX-F
HUSQVARNA FC350
KAWASAKI KX450F
SUZUKI RM-Z 450
HUSQVARNA FC450

Ranking
=1
=1
3
4
5
6
7
8

Ranking
1
2
3
4
5
6
7
8

Rider: Martin Craven
KTM 450 SX-F
YAMAHA YZ450F
KAWASAKI KX450F
SUZUKI RM-Z 450
HUSQVARNA FC450
HUSQVARNA FC350
HONDA CRF450R
KTM 350 SX-F

Ranking
1
2
3
4
5
6
7
8

Ranking
14
16
20
22
23
25
29
29

Overall MX1 Rankings



7SERIES HELMET EVO
MENACE MATT BLACK/NEON ORANGE



ONeAL
SINCE 1970

ONEAL 2016 MX
SINCE 1970

MEGA TEST!

BIKE OF THE YEAR

AND THE WINNER IS...

So after all the scores were totted up it seems that we have an overall winner and it's a fully worthy one n'all. The KTM 250 SX-F topped, or was near the top of, test riders' score cards no matter what their skill level and ultimately finished five points clear of its big brother – the 450 SX-F – in the overall rankings.

The 250 SX-F topped both the Pro's and Clubman's Choice results too although the top of the Clubman's division was actually a three-way tie between the SX-F, KX250F and RM-Z 250.

Pro's Choice in the MX1 division was the Yamaha YZ450F while the KTM 350 SX-F was considered to be the right tool to get the job done for Clubman Racers

Overall rankings

1 KTM 250 SX-F	9
2 KTM 450 SX-F	14
3 SUZUKI RM-Z 250	15
4 YAMAHA YZ450F	16
5= KAWASAKI KX250F	17
5= YAMAHA YZ250F	17
7 KTM 350 SX-F	20
8= HUSQVARNA FC250	22
8= KAWASAKI KX450F	22
10 HUSQVARNA FC350	23
11= HONDA CRF250R	25
11= HONDA CRF450R	25
13 HUSQVARNA FC450	29
14 SUZUKI RM-Z 450	29



HARDWEAR FLOW

Fresh for every moto. The New Hardwear FLOW kit. Interchangeable jerseys that match a single Flow pant. The 2016 Hardwear line – Reinvented, let it Flow.



ONEAL
SINCE 1970



Best of the best!

PORUGUESE STEALTH PHOTO NINJA NUNO LARANJEIRA LAYS CLAIM TO THE NEXT 12 PAGES SO HE CAN SHARE AN AWESOME SELECTION OF HIS FAVOURITE PHOTOS FROM 2015 – TAKE IT AWAY MISTER...



Arenacross champ Thomas
Ramette lays down the awesome
power of the SR75-Molson Suzuki



*Having announced his retirement
Aigar Leok will definitely be missed
in the Enduro World Championship*



*Danny McCanney kicks
up a dust cloud*



*Pela Renet tiptoes through
this special test*



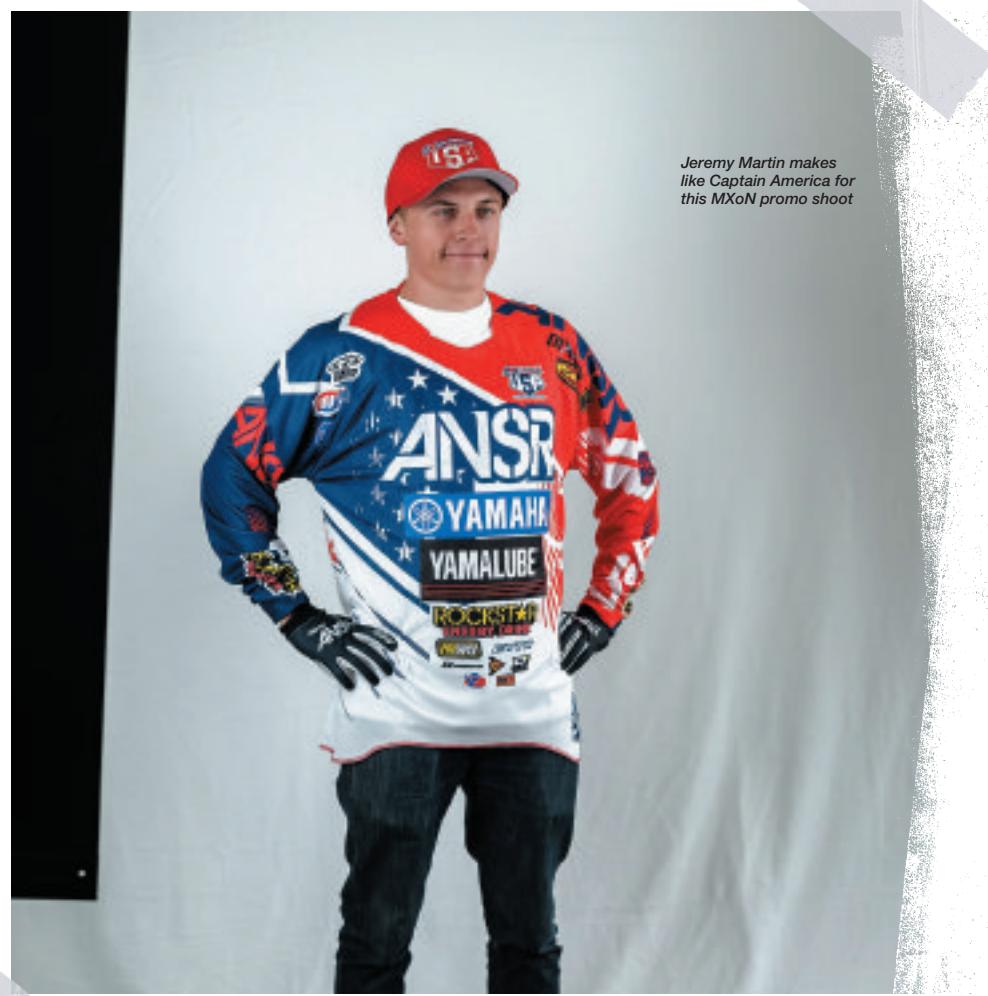
Eero Remes made a splash in 2015
winning the E1 world title for TM



Shaun Simpson splits the factory Suzuki's of Kevin Strijbos and Clement Desalle



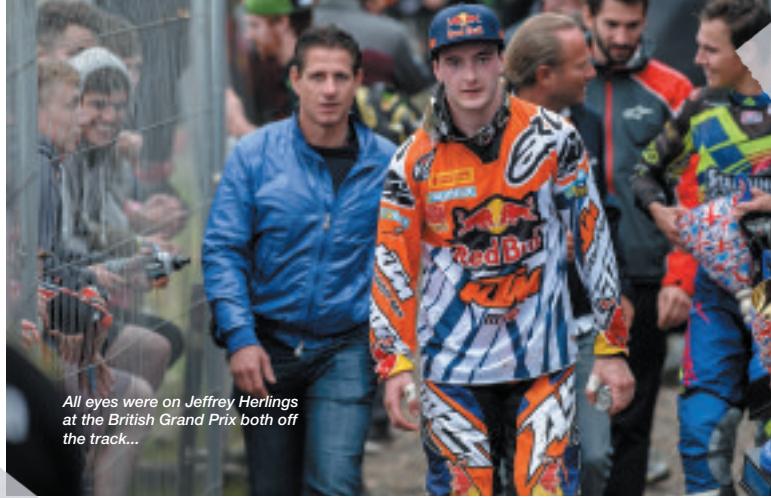
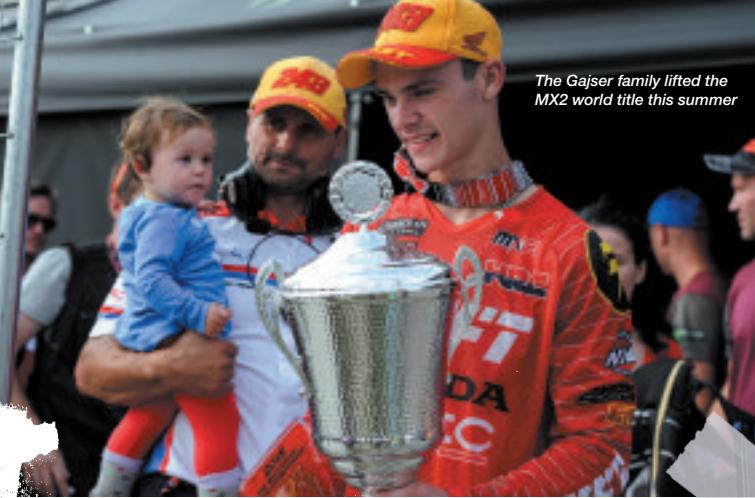
AMA 250cc MX champ Jeremy Martin in stunning MXoN action

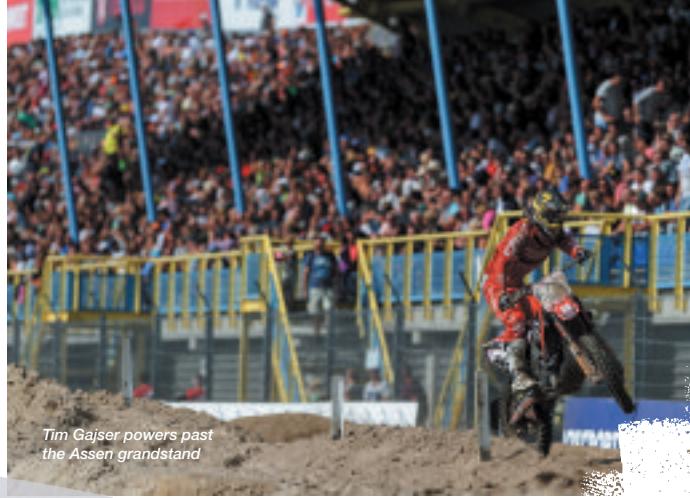


Jeremy Martin makes like Captain America for this MXoN promo shoot



If MX fans are the best then MXoN fans are the besterest (yes, we know that's not even a word)...





Max Nagl had looked like a shoo-in for the MXGP title until injury struck



Tony Cairoli skips above the heads of the crowd at Valkenswaard



Tyla Rattray's last gambit wasn't the most successful season of his career



*All sorts of machinery can be seen
at the Red Marley hill climb...*



*Matej Zagar leads this SGP battle
inside Cardiff's Millennium Stadium*



*2015 Speedway Grand Prix champion Tai Woffinden
slides inside 2014 winner Greg Hancock*



To the victor go the spoils – which in this case means Niels-Kristian Iversen gets a good soaking

Huge crowds flock to the Red Marley hill climb each and every Easter Monday





Raivo Dankers and Kay Karssemakers make it a Dutch double at the Junior World Champs



Sidecarcross passengers like Kaspars Stupelis here literally work their asses into the ground over the course of a full world championship season



Graham Jarvis concentrates hard
at the UK's original extreme enduro
- *The Tough One*

Team Green has produced many champions over the years and the tradition continues to this day..





the time to shine!

Wilvo Forkrent KTM

With big-hitters Shaun Simpson and Adam Sterry signed up, Wilvo Forkrent KTM can virtually lay claim to being the UK's top dogs for 2016. After some turbulent attempts to make a name will Steve Turner's squad now hit new heights?

Words by Adam Wheeler Photos by Ray Archer

Things are tough for British Grand Prix teams that have ambitions of success. With 19 events formulating the MXGP schedule – add a 20th if your rider has a decent shot at the Nations – and eight for British championship duty plus the obligatory pre-season international warm-up appearances, the race calendar is daunting in terms of the demands on resources, staff and motivation as well as the bottom line. Running a race squad is not a decision made lightly but was it ever?

Molson Kawasaki, CAS Honda, Motovision, Albion KTM, Multitek Honda, RWJ, RTT are all names that have made powerful impressions on the national and international scenes but could – or would not – sustain presence in both. Hitachi Construction Machinery Revo KTM, Monster Energy Dixon Racing Team Kawasaki and Wilvo Forkrent KTM are the three crews that currently form the small band striving to represent the UK on as many fronts as possible and be a part of the increasingly exclusive MXGP world.

Hitachi can claim domestic superiority in terms of their record and Shaun Simpson's world championship efforts in 2014 and 2015 have elevated Roger Magee's team further. Steve Dixon has melded running a Grand Prix structure for

almost three decades as well as curating the British GP for almost 10 years – the Kawasaki unit are a testament to durability through the slings-and-arrows of racing fortune.

Wilvo Forkrent KTM are another that endure and seem to be prospering through the will of owner Steve Turner and the favour of KTM. For the bright spots such as the emergence of Adam Sterry and EMX250 European championship success there has also been misfortune with the injuries to MXGP representative Jake Nicholls and ultimately failed experiments and investments in the likes of Grand Prix winners Jonathan Barragan and Steven Frossard. Turner has remained undeterred.

Now with Sterry chomping at the bit to learn and progress in the MX2 class and the acquisition of Simpson lured by the team's impressive framework and blossoming link with Mattighofen, the squad are finally on the brink of reaching the crest of a narrow peak and one that has provided to be perilous and slippery for former aspirants in the past.

"I think we have already been one of the top teams in pretty much every department except for results! We want to deliver," the 54-year-old former rider says. "We have not won enough British championships and need to have more to be considered as the top British team. That's our challenge now. >>

NEW RACE GEAR 2016

FLUORESCENT COLOURS



White/Blue



Yellow Flu



Black



Yellow Flu



Black/Yellow Flu



Green/Black



Orange/Yellow Flu



Black/Yellow Flu

PROGRIP
MADE IN ITALY

MITO
UK-LTD
www.mito.uk.com

info@mito.uk.com
01202 667323

Adam Sterry's Elvis impression still needed a little work...



It doesn't bother me if we don't get that label but I'd like to do it."

Turner sold his business back in 2006, rode in 2007 and after a double leg-break decided he'd rather compete from the confines of a race truck and a pitlane vantage point. Running Hondas until an approach from KTM to helm their MX1 effort – Hitachi Construction Machinery Revo KTM (then HM Plant KTM) were focussed on MX2 – took the operation into a new sphere.

"They approached us and we did a deal and haven't looked back since," he explains. "I had originally started the team in 2008 in domestic championships and got carried away! You end up doing a few wild-cards in the 'worlds' and then think 'let's go for it'."

That 'going for it' meant a Grand Prix pledge and some serious intent. "Having run a business for 22 years it was in my blood to try and grow everything," Turner rationalises. "It was just a natural progression to want to do everything better and move things forward. If you are standing still then you are going backwards and that's my philosophy."

"Having said that it is very difficult to run a team like a business," he counters. "We've tried our best and emotions take over sometimes. You get giddy and spend more money than you should. It is a 'rollercoaster' but with good sponsors it's possible and I've managed to grow with my partners over the years which I suppose is a 'pat on the back' that we are doing our job right. Results-wise it has been difficult to deliver consistency and at the end

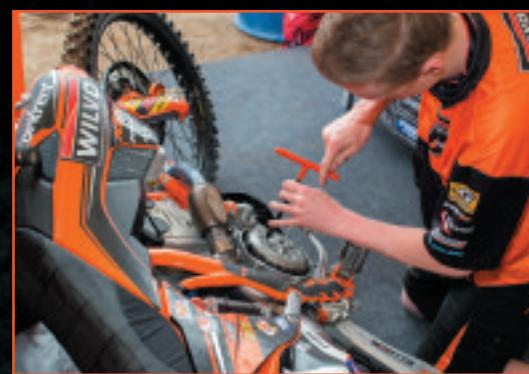
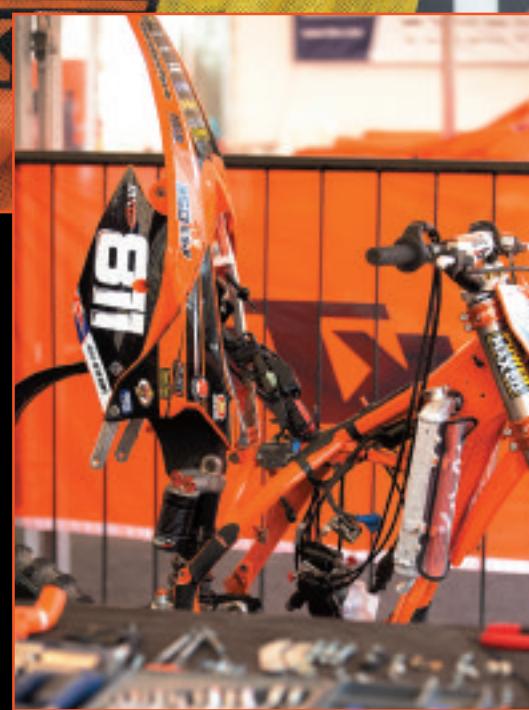
of the day that's what we are all striving for."

The team have risen in status in spite of being unable to boast the titles and victories of their peers. There is little doubt that besides Turner's role as benefactor his priority on making the race truck and the small set-up (just four permanent staff including the boss himself) look as presentable and professional as possible has paid off in gaining the attention of people like KTM, Wilvo and other backers.

He has also shown commitment to the race series (even with a controversial view and outburst on British championship organisation) despite adversity with injury and his rider roster. Wilvo Forkrent KTM might look the part but their CV is still quite barren. It lends support to the argument that racing doesn't need to be about 'the paddock show'...but on the other hand their effort in this area also backs the common sense that companies will align with a team that are serious about all aspects of their existence.

"I think we should always be trying to improve the image inside the paddock," reveals Turner. "People who come to a British championship and then come to a GP cannot believe the level that the world championship is at. I think it is our job to create that level. It is Youthstream's job and also the teams'. That side has to be part of your budget and you have to be able to do it."

"If you do your job right then you can go racing at the top without breaking the bank. I've seen people spending a lot more in the UK than I currently do in GPs. You have to be strict with >>



PRO CIRCUIT

EXHAUST

2016

EXHAUSTS
IN STOCK



2 and 4 stroke exhausts & silencers



LEVERS

Aluminium levers £49.99

Composite levers £54.99

Complete Perch Assembly from £100.00

WORKS
connection



DGHIMPORTS.COM
ONE STOP MX SHOP

GO ONLINE OR CALL US TODAY 01283 500450

yourself as much as possible. An example? I think we have a slim staff but everybody knows what they are doing. There is no big entourage with the team and I do a lot myself.

"In some ways you do bang your head on the table when it comes to the numbers but it is to be expected," he goes on. "Youthstream want to grow the championship – a World championship – and I understand they want to go to every continent to show MXGP off. I think the teams could get more help. Especially a satellite team like ourselves that have done every round, and people like Marchetti and HSF; I think we deserve a bit more help. The factory guys will always find the budget but for us it's much harder and I think Youthstream could prioritise those who show commitment to the series. I didn't need to go to Mexico or the USA this year but we said at the beginning of the season that we would do all 18 rounds and we've done that. I think they should recognise that."

Almost all of the factory teams in MXGP have sprung from the same roots as WFK and the drive of a man like Turner. Rockstar Suzuki (Sylvain Geboers), Yamaha Factory Racing (Michele Rinaldi), HRC (Paolo Martin) and more recently Monster Energy Kawasaki Racing Team (Thierry Chizat Suzzoni) and HRC Gariboldi (Giacomo Gariboldi) are all examples where the proprietor has morphed into overseer and caretaker, without having to worry about deepening pockets any more.

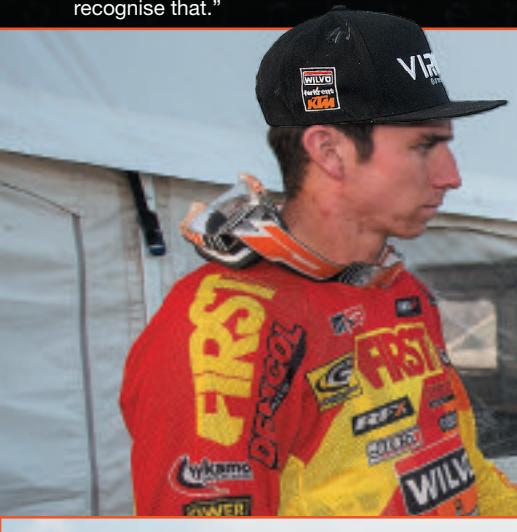
Who knows if WFK can make the same step (in KTM colours it is unlikely due to the Austrian's separate works organisation) but the process is largely the same. "I have to put money in every year," says Turner. "I have a limit and I won't go over it. I think that's the only way you can do it. If you bust your limits then you'll 'finish' the team eventually. I'm not super-strict but I have those limits and I haven't been above them so far. In theory if you do the job well and get better results then you have a better chance

of pulling in more sponsors and hopefully reducing the amount you have to invest. But it is easier said than done!

"Just talking about riders, so many want to be 'factory' and there are only seven teams out there with two riders in each class so really – on paper – we should be looking at a 15th position rider and down," he adds. "The challenge is that we do a good enough job to pick somebody up from within the top five or six and if we can do that then we're punching above our weight. I feel that we partially did that this year and certainly have for next year."

Getting into a position to consider 30 weekends of competition a year involves some careful judgement. Three years ago WFK used the patronage of Louis Vosters, CEO of Wilvo, and relocated the race workshop into his premises in Holland, a short distance from the Belgian border. It is where mechanics Reece Boal (a former title winner with Kristian

Shaun Simpson will join the team for 2016



Jake Nicholls loved his time with the team but ultimately injuries held him back

Whatley), Roberts Mikstais and Chief Mechanic Mat Winterborne are based for most of the year and from where they have to chew the motorway getting from one track to the next.

"It is pretty heavy," says 24 year old Winterborne, who has been with the team for almost three years and looks after engine development. "Even the British championship means leaving and getting back to Holland and the world championship involves enough travelling as it is. When you get to the last quarter of the season you can feel a bit wrung-out."

"It is a lot heavier than I thought but once you get into the rhythm of it then it becomes normality," claims Irishman Boal, another 'youngster' at 24. "Having something like 12 races in a row can take some getting used to!"

"Yeah, it's tough for everybody," adds Turner. "I don't know what we can do to alleviate that problem. We have obligations to the British championship and we want to do the GPs. It is the situation we are in and it's tough on the mechanics; they work so hard. They are young and they can do it at the moment. I don't know if it will reach a point where it is unachievable. If, for example, Youthstream move dates that clash with the British championship? There might come a time when that happens and your rider cannot win a domestic championship – it will be a rocky bridge to cross."

Of the British teams Wilvo Forkrent KTM are the only one with a fully committed base on the

continent. For riders the benefit of being in the Benelux region is obvious through access to tracks...does this count for the team as well? "Without a doubt it is an advantage," states Boal. "No matter how bad the weather is you are a 45 minute drive from Germany, even less to Belgium. There are so many good, Grand Prix tracks close to us. Even hard-pack is just a one-hour drive."

"If you are in the UK then you might have to drive for hours to get somewhere like FatCat and if it was wet then that might be the only place you could go to ride. Sand tracks are everywhere here. It is also central for many GPs. Even somewhere like Talavera is just a 1000km drive straight down. All the top teams and riders seem to be here. You might go training and find some of your top opposition around and it helps your riders and the team to reach the next level."

In 2013 Turner thought he might have a dirtied jewel in the form of Jonathan Barragan, Spain's most successful motocrosser but on the wane after two difficult seasons with injuries. It was a gamble that didn't come off as Barragan infuriated as much as he confused in terms of his erratic speed (or lack of it as it would turn out).

2014 saw a solid investment in Jake Nicholls go sour with a serious finger injury during the middle of the campaign and Matisse Karro failing to shine. Their agreement with Steven Frossard, fresh after winning the Motocross of Nations with France and finishing fifth in the world, was >>





2015 COLLECTION

TEAM GRAPHIC KITS
AVAILABLE FROM £99.99



DISTRIBUTED IN THE UK & IRELAND BY
MADISON:UK



Sterry leads the chasing pack in Maxxis action



Steven Frossard wasted his opportunity with the team



an eyebrow raiser. What should have been the team's catalyst to the upper echelons of Grand Prix barely got going as Frossard nursed a funk from losing his factory Kawasaki status (Ryan Villopoto's arrival taking care of that).

Ask the team about it now and you'll be met with reactions of bemusement. They evidently poured months of work into helping the Frenchman – riding a KTM for the first time in his career – wobble between 350 and 450SX-F machinery. It just seemed like an ill fit, despite their best efforts, and '183' was no longer in their colours after round 10 in Germany.

"It was quite a strange experience," recalls Winterborne. "Everything started quite well and I was really positive about it. We went down to France for pre-season and I made two different motors and he tried them back-to-back and chose what he wanted. He selected the 350 outright and we hit the ground running with it. We got a load of development done and continued testing. He was happy going to the La Capelle International and his speed was on-point. He had a little touch-up with Shaun, tweaked his knee and sat out the rest of the day and from that point he just lost confidence and unfortunately it went gradually downhill. We swapped up to the 450 and I put a lot of work

into getting it ready for him and admittedly he rode better for a race or two but it just fizzled out. It didn't work between him and the team."

"There was a 'wow' factor; he had been one of the best riders in Europe, the world even, a couple of years before," says Boal. "He was still at the top of the game and to have a rider like that you needed bikes that were also at the top of their game and that goes for Adam and Jake as well. The bikes need to be perfect for the riders because we know the hard work they are putting in."

"Nobody saw how much effort went into him [Frossard]," continues Winterborne. "Especially for a team to change race bikes once the season had started – it is enough work as it is to prepare multi bikes and engines pre-season without having to change it all. It was a helluva lot of work and as far as I'm concerned we did our best. We provided a good 450 and in Italy he holeshot the qualification heat. Sometimes he did not give 100 per cent unfortunately and we broke it off."

The team are still waiting to go overboard on their union with Belgian and Dutch Grand Prix winner Simpson for 2016, a rider Turner has long admired and who seems to be hitting new heights of performance with a third British title,



GP garlands and fourth place in MXGP in 2015. The Scotsman will barely talk about the KTM factory-backed opportunity with Wilvo Forkrent KTM and is unlikely to do so before his current contract expires at the end of November but Turner is able to cross-compare the imminent workload with the relentless 27 year old to his previous charges by way of explanation for the delay in racing spoils.

"I'm more confident in Shaun than I was in the other two," he states. "The culture difference was one way in which we struggled to get the best out of the others. Sometimes you just have to admit that it didn't work. With Shaun I can tell that we get on well and we have the same goals. I'm much more confident and I'm absolutely buzzing about next year. It drives you on to want to do everything better. Makes me want to get up in the morning! I think Shaun is at his peak at the moment and deserves everything he gets. He works harder than most people. Hopefully with the support we can give him next year and the direct link with Austria I think he has a great chance to deliver even better results and more consistently."

Mixing MXGP and MX2 is no cinch in terms of equipment and logistics but Wilvo Forkrent KTM will have that blend of impetuous youth

and proven experience and also different circumstances for the technical element of their racing. "We are fortunate enough to have full support from KTM next year for Shaun in terms of engines and suspension and pretty much the rest of the bike," divulges Winterborne. "For me it is a weight off my shoulders and a big 'plus' for Shaun. In terms of our own development we'll crack on with Adam and the wheels have been in motion for the 250 motors. I hope we can start testing at the beginning of November."

Watching Sterry's evolution and Simpson's push to be at the top of the podium gives Turner and his crew two avenues of potential satisfaction – that's if both athletes can avoid the dreaded trips to the medical centre. Something that will not be easy over the course of almost 60 starts in MXGP and another 16 in the British championship.

"It is an interesting one," says Turner. "Bringing somebody 'on' when they are young then it is great to see them progress and do things for the first time. At the same moment you know that you need the results near the top end as well so you get excited by a rider that you know can deliver and who is at the top of their game in MXGP".

2016 will push Wilvo Forkrent to extremes

hopefully in more ways than one. Among the people in and around the team there is a feeling that they are on the edge of moving up again in terms of how they are perceived and how they are run (Turner has spoken of extra staff and more investment on the infrastructure to meet the same spec as the factory squads). As well as their possibilities to secure success and therefore establish a surer base in the biggest and brightest window for motocross this side of the Atlantic and outside of American stadiums. "If you looked around then this place was probably the best, certainly in terms of set-up, support and bikes," says Boal of joining the team last year. "It is nice coming to a team where you know that with each rider you have a good chance of going for the championship. To know you can go for wins each weekend is a big help for motivation."

"Steve is pretty full-on into it," testifies Winterborne. "He doesn't want to do things by halves, neither do I and in that respect we work quite well together because we fire each other up to make progress. Steve won't invest money if he doesn't think it will take the team forward. I think we are in a good position in terms of support, especially from KTM, and it only seems to get better and better as time goes on."



TRACK ATTACK!

**TOOFAST MAX VISITS
F-15 MX AT MEPAL –
A REAL WINTER
WONDERLAND...**



Being one of the very few out and out bottomless sand circuits that the UK has to offer F-15 MX is the perfect location to bang in your winter training motos this off season. Open until March, F-15 – otherwise known as Mepal – is truly an all-weather facility that you can visit for a tough day at the track every Saturday and Sunday through the winter from 9:45am until 4:15pm.

The current owners and operators took over the track in 2012 and have since revamped, rebranded and reinvigorated the facility. The guys running the show are Martin Wright and Stuart Nunn who is not only father to Carl but also someone who was instrumental in the creation of Mildenhall and Wildtracks so it's safe to say that these guys have a little bit of experience and some know-how on their side to help them along. The guys are clearly very passionate about the track and have fought hard in order to keep the doors open for us to enjoy the always immaculately prepared circuit.

Since taking over the facility Martin and Stuart have continuously strived to improve the track, adding new jumps, keeping on top of preparation and frequently changing up the layout in order to keep things fresh and interesting for their regulars.

One of the most notable changes since the takeover has been the rebranding with the emphasis on image and improved promotion. The F-15 MX brand was created with the idea of having multiple tracks/locations under the same banner so to speak – a winter facility and a summer facility. That dream became reality for a short while until the hardpack Pineham location was unceremoniously forced to shut down. As of right now Mepal is the only F-15 circuit in operation. However the guys have plans set in motion to open another summer circuit ready for 2016.

F-15 MX may well be the deepest sand circuit in the country, there's no denying that. The track also has the reputation of being one

of the toughest there is and that's no lie! These facts raise an array of positives and negatives for F-15. The rule of thumb at Mepal is generally the 'wetter it gets, the better it gets'. Mepal can genuinely handle almost anything Mother Nature has in her arsenal which means that we have a place to ride and train throughout the British winter no matter what!

However that all-weather factor means that a trip to Mepal won't be a simple Sunday ride in the park. It'll be tough, it'll be rough and it'll put you through your paces. But come race time you'll be damn glad you put in the hard work over the winter that's for sure!

As the winter wears on, the weather gets worse and other tracks are forced to shut up shop and wait for the worst of it to blow over F-15 will still be in full swing. This means a few things. Firstly, it's very likely to get busy. This can often mean that the wait between sessions can be longer than usual, however you've just got to think of it as such – it's better to have to wait a little longer for your ride than to not ride at all! Am I right or am I right?

With the track being able to handle all weather conditions, Mepal is a hot spot for winter races with popular clubs such as East Anglia and Coventry using it as a host for their winter series events. F-15 also attracts national level races so if you're looking to keep your racing wits about you this winter F-15 is once again the place to be.

Now if you're wanting to get out and ride this winter but worried that the deep sands of Mepal may be a little too demanding for you than have no fear. Arrive early, be among the first on the track and have fun ripping up the freshly graded circuit before the day wears on and it gets seriously chewed up. Mepal is always prepared to perfection and if you arrive early enough you'll be greeted by a track that resembles a snooker table. Come lunchtime however it'll be a completely different story and you'll be greeted by a track that'll be a challenge to even

ESSENTIAL INFO!

F-15 MX MEPAL

Website: www.f-15mx.com

Contact: 07887 604981

Location: CB6 2AY, Cambridgeshire

Length: 1300 metres approx

Prices: Kids £25, Adults £30

Surface: Deep sand

Shop: Southside MX spares van on site

Catering: Yes (on weekends)

Kids track: Peewee track (£15)

Bike Hire: No

Coaching: Yes – Carl Nunn MX Training

Toilets/wash block: Yes (portaloos)

Opening times: Saturdays and Sundays
9:45am – 4:15pm

Difficulty: High

Enjoyment factor: Berm bashing goodness

Suitability: Everyone

Safety: Trained marshals and First Aiders on site

Session length: Always 20 minutes for experts
and 15-20 minutes for other groups

Groups: Expert, Intermediate, 85s, 65s/Autos

Don't forget to check out our YouTube channel at youtube.com/dbrmagazine to see Max's POV edit from Mepal

the most talented amongst us.

In terms of facilities F-15 boasts the standard array of motocross track features including catering, spares van, portaloos and a peewee circuit. Perhaps the coolest thing this very unique track has to offer is the coaching and training services available. As previously mentioned Carl Nunn MX Training operates hand in hand with F-15 MX making extensive use of the F-15 facilities for his coaching needs and he can be found at the track on the weekend offering his advice and passing down his knowledge and skills to the next generation.

Carl's programmes start at the beginning of the year and intensify throughout and as the racing season gets underway he starts his race academies. In 2016 Carl, as well as F-15, will focus on the BYN series. So if this is something that you might be interested in feel free to get in touch with Carl or the guys at F-15 for more details.

F-15 MX is a fast, flowy circuit (when flat at least) that morphs into a beast that is difficult to tame. The circuit doesn't feature any obstacles that are too technical, the jumps are mellow enough and not too numerous. However the nature of the soil will add all the technicality you'll need.

Get ready for a long, tough, tiring day at Mepal. However you should also get ready to reap the rewards come race time. Once you've conquered the sands of Mepal no track will be able to faze you and that's why a trip to F-15 MX should be on your to-do list this off-season.

Conclusion

>**Difficulty** > It may well eat you up and spit you back out!

>**Fun factor** > It's the UK's largest sandbox.

>**Facilities** > You've got the essentials.

>**Overall DBR score** > DBR score: A winter wonderland.



SEARCH
SERVICES
FOOT
READY
ATTACK

ATTACK
GMB254

Open



Kees van der Ven (KTM) wins race two

ring

THE DOOR!

Danny LaPorte takes a major step towards his FIM gold medal as Corseul signs off from Grand Prix duty...

Words and photos by Jack Burnicle

Corseul, a major Roman settlement originally named the 'Temple of Mars', was founded in Brittany in 10BC. The remains of this temple lie to the south-east of what is now a small town close to the coast of north-western France. And its greatest claim to contemporary culture is a magnificent motocross track which twice hosted world championship grands prix.

The first, in 1972, proved the 28th and final victory in the extraordinary career of triple world 500cc champion Paul Friedrichs, an East German policeman who rode for CZ. A decade later the 1982 world 250cc championship reached Corseul early in June with former champ Georges Jobe a clear leader, having claimed overall victories in Switzerland and Belgium. But Georges suffered a hairline fracture of his right elbow during the second moto of the Czech GP at Holice after winning race one. Overall vainquer that day was the mighty German Rolf Dieffenbach, riding for Honda Germany, ahead of dashing blonde Californian rookie Danny Laporte on his factory Yamaha.

Another American, East Coast ex-pat Mike Guerra on a works Husqvarna, had defeated Jobe and Dutchman Kees van der Ven (KTM) to win round two at Sabadell, in Spain. And when the Continental circus arrived at majestic Maggiore for the Italian round it was van der Ven who took the overall honours despite close pal Heinz Kinigadner (Yamaha) winning his maiden moto victory in race one. LaPorte also mounted the rostrum, third on a tie-breaker with brave Belgian Jobe who, elbow heavily strapped, somehow plundered fourth place on a day of pain.

Jobe's gallantry meant he still led the series

from van der Ven by 37 points, with LaPorte a further seven adrift. But he'd aggravated his elbow injury and turned up at Corseul for the French GP as a spectator, knowing that he held an impregnable advantage because a race winner scored only 15 points, so his lead could be eroded but not overtaken.

91 entries included a British contingent comprising LaPorte's Yamaha team-mate Dave Watson, fellow Ulsterman Stephen Russell, riding a Comerfords KTM, grand prix debutante Steve Harrison and Shaun Simpson's dad Willie. Unable to make the ACU's 500GP grading list – your only path into GPs back then – Willie had been persuaded by fellow Scot Vic Allan to tackle a maiden season in 250GPs on a Maico, but had not yet procured any points, which were only awarded down to 10th place. Newcomer Harrison rode a Suzuki for Northamptonshire scaffolder Harry Ainsworth, who many years later would achieve great success with his CAS Honda teams.

Three Brits qualified while Watson, seeded through, proved fastest man on track in race one as he tore the field apart after falling in a tight, congested first turn with Guerra, Simpson and Dieffenbach. Rolf crashed again but Watson saw off sixth-placed van der Ven and, on a thrilling final lap, lashed uphill past Gaston Rahier's ex-Jobe Suzuki to finish a breathtaking fourth behind winner LaPorte. Lanky German veteran Hans Maisch (Maico) pursued Danny all the way, the pair finishing 30 seconds clear of loudly cheered homeboy Daniel Pean (Kawasaki), who inherited third place when tiny triple 125 champ Rahier flipped the factory Suzuki!

Guerra also stormed through the pack in convoy with Dutchman Henk van Mierlo's Suzuki, the pair reaching eighth and ninth places



Subscribe

52 issues of **TMX**
for only £80

plus a **FREE** TMX/DBR Calendar

- 52 issues of TMX delivered directly to your door
- Posted 1st class Wednesday
- 33% off the cover price:
52 ISSUES FOR £80
- Save £37.50

and save
£37.50



SUBSCRIBE TO TMX...

- + **SAVE 33% OFF COVER PRICE***
- + **FREE TMX/DBR 2016 CALENDAR***
- + **DELIVERY TO YOUR DOOR**
- + **POSTED 1ST CLASS WEDNESDAY**

PLEASE SEND ME 52 ISSUES OF TMX **PLUS**
A FREE TMX/DBR 2016 CALENDAR*

(Please complete in BLOCK CAPITALS)

Title First name _____

Surname _____

Address _____

Postcode _____

Email _____

Daytime tel. _____

Mobile no. _____

Date of birth _____

Signature(s) _____

PAYMENT OPTION (1): By Direct Debit

Only £6.50 per month inc. P&P (UK bank accounts only)
Instruction to your Bank or Building Society to pay Direct Debits

Account Name(s): _____

Account number: _____

Branch sort code: _____ - _____ - _____

Name of Bank: _____

Address of Bank: _____

Postcode: _____

Please pay Johnston Publishing Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with Johnston Publishing and if so, details will be passed electronically to my bank/building society. **Bank and Building Societies may not accept Direct Debit instructions for some types of account.**



Originator's Identification Number
8 3 8 6 3 4

PAYMENT OPTION (2): By Cheque or Credit/Debit Card

I would like to subscribe for 52 issues £80 (save 33%)
and get a free TMX/DBR 2016 Calendar*

I enclose a cheque made out to **Trials & Motocross News** for £80 (UK only)

Visa Visa Debit Mastercard Maestro

Card no. _____

Valid from: _____ Expiry date: _____

Security no. _____ (last 3 digits on the strip at the back of the card)

Issue no. _____ (Maestro only)

Please note: If the registered address of the card holder is different to the delivery address please advise us on a separate piece of paper.

Please complete and send this form to: **Subscriptions Team, 4th floor, 26 Whitehall Road, Leeds LS12 1BE**

TRIALS & MOTOCROSS NEWS AND JOHNSTON PUBLISHING ARE CONSTANTLY RUNNING GREAT OFFERS.
If you are not interested in receiving details of them by email, post, phone, sms or fax please tick here.
If you are not interested in receiving details of offers run by our business partners please tick here.
For your information – for quality and training purposes we may monitor communications.

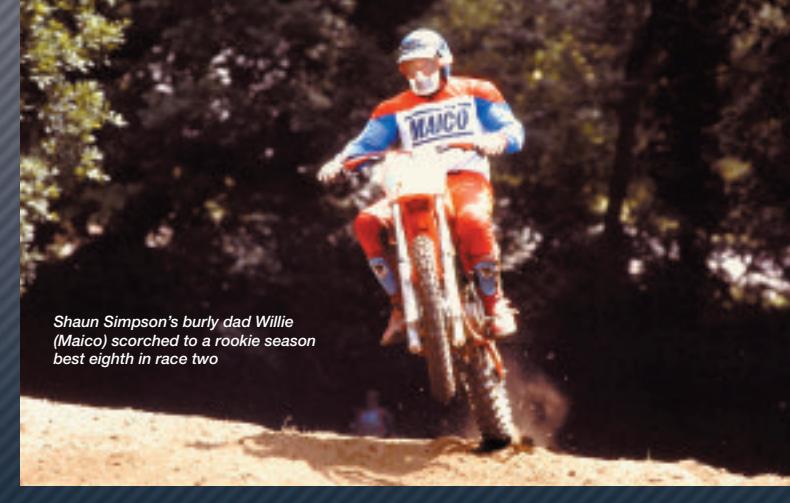
*OFFER ONLY AVAILABLE TO UK 12 MONTH SUBSCRIPTIONS, WHILE STOCKS LAST. PLEASE ALLOW 12 TO 14 WORKING DAYS FOR DELIVERY.

YOU CAN ALSO SUBSCRIBE AT

tmxnews.co.uk/go/subs/tmx or call 0844 2920 216 (option 3)



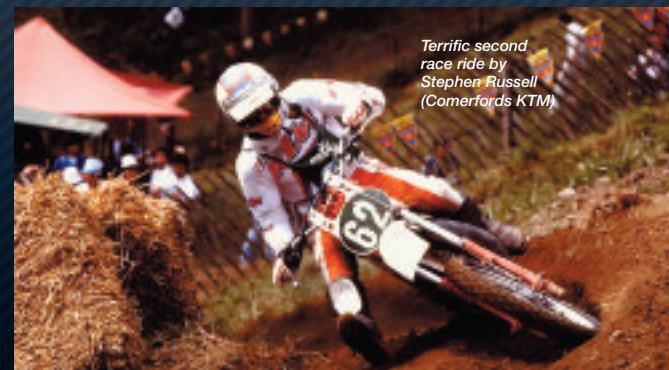
Dave Watson (8, Yamaha) lashes uphill past ex-125 world champ Gaston Rahier



Shaun Simpson's burly dad Willie (Maico) scorched to a rookie season best eighth in race two



Big red German Rolf Dieffenbach (Honda) fought thrilling scrap for victory in race two



Terrific second race ride by Stephen Russell (Comerfords KTM)



GP winner Danny LaPorte (Yamaha) and Rolf Dieffenbach (Honda, 4) in thrilling scrap with race leader van der Ven

behind Austrian Willi Wallinger. Willi was thrilled because this result guaranteed the Puch factory would send him to Hawkstone Park for the British Grand Prix a week later!

Rookie Steve Harrison had impressed Dave Watson by spotting how the starting gate worked during our Saturday evening walk round the track and duly swept into an early seventh place. The younger of two racing brothers, Steve smoothly defended a top 10 place until half-distance and survived a hectic midfield bombardment to finish 14th ahead of former 125 world championship bronze medallist Andre Massant.

Simpson ploughed his way through from 37th place to 20th (behind Jacky Martens, riding under a Luxembourg licence on his KTM), where he'd have earned a championship point under today's generous allocation. Russell fared even worse, starting dead last and chasing 'Oor Wullie' all the way to finish 22nd after the Scot bundled past Dutchman van de Nieuwenhof on their final lap...

Victory slipped LaPorte past ven der Ven into second place in the world championship but the classy Dutchman responded in a supercharged second race. Rahier holeshot and briefly led before the rampaging trio of Dieffenbach, LaPorte and van der Ven steamed past. Big Rolf slid off on lap five but stayed in an epic tussle with Kees and Danny that lasted until lap 13, unlucky for the American as he crashed attempting an uphill duck back inside the KTM.

Kinigadner, victim of a broken back wheel in race one, clashed with Watson in the first turn, the recovering Irishman lasting only until lap two before, having elbowed his way impatiently past Guerra, he collided with the fence trying to wrest tenth place from van Mierlo!

"It was typical of me then, trying to do too much too soon," laughs David now. "After the race Guerra said to me 'what the hell were you playing at Watson?'" The Yank coolly picked his way through to an eventual fourth place while Harrison this time messed up his start and, 17th on lap four, had his foot painfully run over by the powerfully resurgent Kinigadner.

Heinz reached 15th place, right behind Simpson, when he fell again, but Willie rode a blinder. First he benefitted from the departures of Daniel Pean and fellow Maico pilot Benny Wilken before nailing Swede Leif Nicklasson's Husky on lap nine. Andre Massant demoted him on lap 12 but the burly Scot promptly followed Andre past Arno Drechsel's Honda and held off hard-charging Finn Erkki Sundstrom to secure three whole world championship points for eighth place!

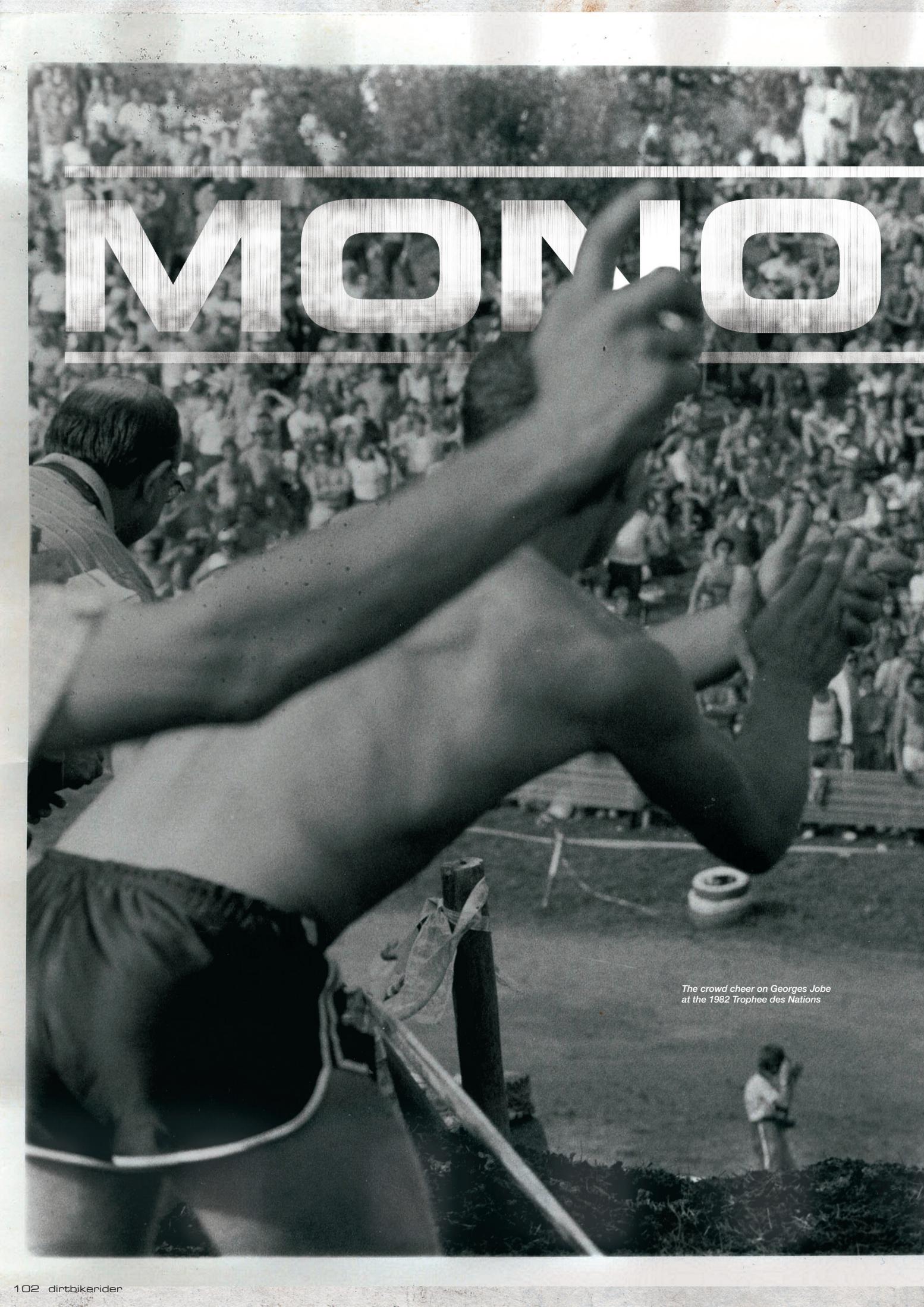
Bear in mind that these guys Willie was mixing with were established GP contenders; Sundstrom, who resembled more a boxer than a motorcycle racer with his impressively broken nose, achieved rostrum finishes in sand, where he excelled - including Hawkstone Park - while Massant, Drechsel and Daniel Pean are all grand prix winners.

Behind the flying Scotsman Russell was on a mission. Another miserable start left the Ulsterman languishing 30th after a lap but by two-thirds race distance he'd swept aside a tiring Nicklasson to reach 12th place. Three laps later 'Rustler' drove past Drechsel and lay just outside the points behind squabbling Suzuki-mounted Scandinavians Sundstrom and Magnus Nyberg, when a shattered front tyre blew his chances two laps from the chequered flag. Such were the fine margins between a top 10 finish that features in the record books and ignominious anonymity!

Up front Danny LaPorte had remounted still third behind van der Ven and Differnbach and ahead of Guerra, Rahier, van Mierlo and Massant. And although Yamaha's golden boy had once more dropped to third in the world behind race winner van der Ven he'd made a huge breakthrough by achieving his first overall grand prix victory!

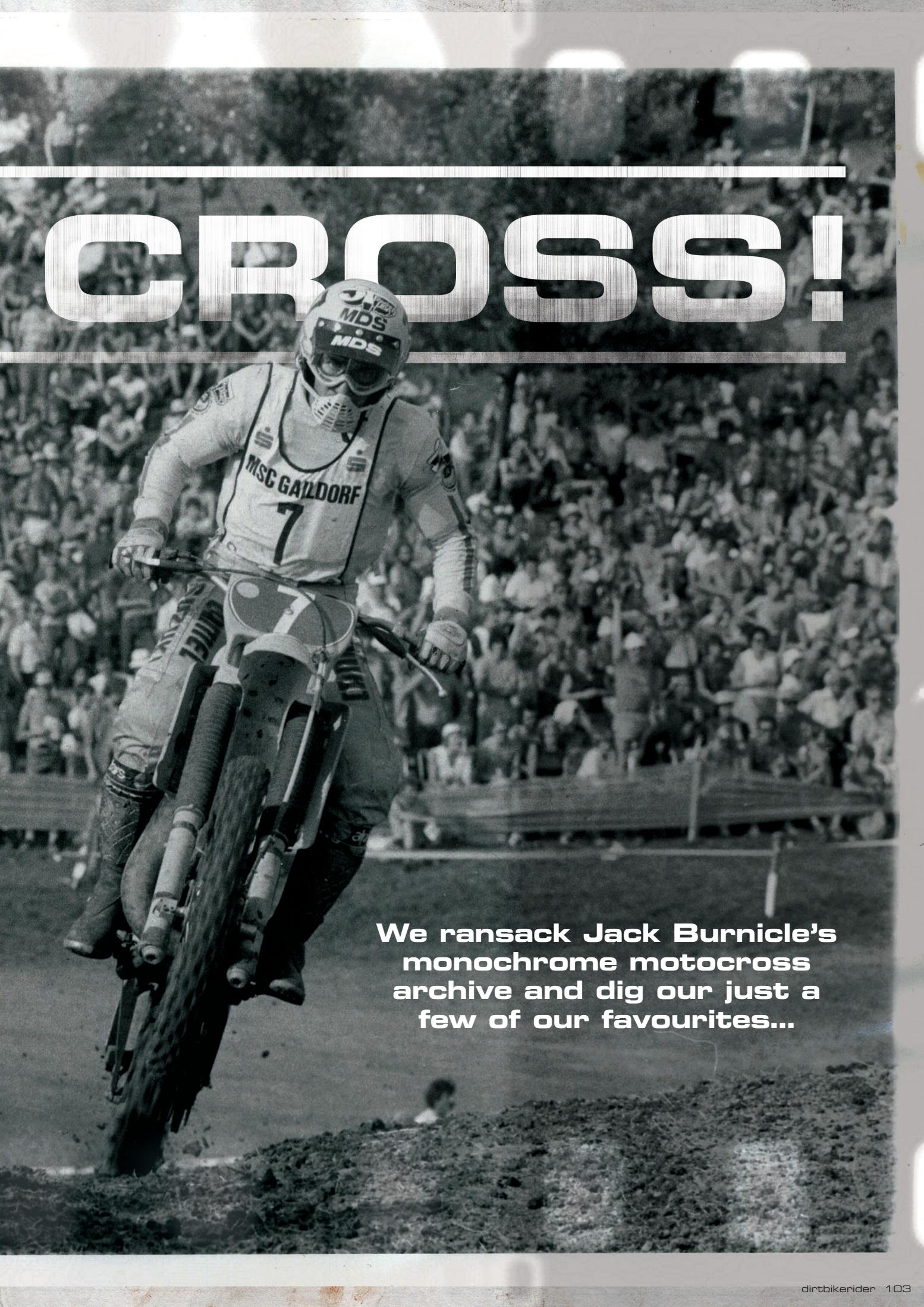
This memorable day marked Corseul's second and last French GP. 'Danny the Door' from Los Angeles, California had taken a major step towards his ultimately successful assault on the 1982 world 250 championship, Corseul triggering a hat-trick of grand prix wins as he triumphed in the next two rounds at Hawkstone Park (after a dazzling duel with van der Ven) and Mill, in Holland. While Willie Simpson, from Gaudry in the Kingdom of Fife, completed his rookie season 38th in the table thanks to those three hard-earned points from France!

MONO



*The crowd cheer on Georges Jobe
at the 1982 Trophée des Nations*

CROSS!



We ransack Jack Burnicle's monochrome motocross archive and dig our just a few of our favourites...

WULFSPORT



WULFSPORT INTERNATIONAL
JOSEPH NOBLE ROAD, LILLYHALL EAST,
WORKINGTON, CUMBRIA, CA14 4JX, GB
TEL; +44(0)1900 873456, FAX;+44(0)1900 870663
www.wulfsport.com
wulfstores2@yahoo.co.uk

PARIS:
The
Shylanders
finale
as U.S.
superstars
David
Bailey
and
Johnny
O'Mara
(Hondas
1+5)
and
Rick
Johnson
(Yamaha,
17) wage
war —
in Bailey's
case
neatly
but oh-
so-
effectively.
He won!

David 'the Bandit' Bailey leads
Johnny O'Mara and Ricky Johnson
at the Bercy SX



Graham Noyce gets on the
gas at the Dutch GP in 1982



Andy Robertson yanks the
holey at the 1976 British
250cc GP at Newbury



Geartec Yamaha boss Rob
Hooper flies through the trees
at Lichtenvoorde in 1979



Brad Lackey and Andre Malherbe's
epic clash at Ettelbruck in 1980



1980, ETTELBRUCK, FINN MOJO - CROWD GOES SPARE AS
MALHERBE + LACKEY CLASH.

Jaroslav Falta and Fritz Koeble go bar-to-bar back in 1980



Georges Jobe leads Kees van der Ven and Neil Hudson at the 1981 Spanish GP





Foamin' Bob Wright launches off the iconic Girling Leap at Hawkstone Park

Pauli Pippola charges hard at the 1978 Swiss 125 GP!

LOMMEL STYLES IT TO 3RD PLACE IN THE SECOND MOTO AT LOMMEL. NO PROBLEM!

Trampas 'Chad' Parker

Roger Harvey on his way to a win at Halstead way back in 1974

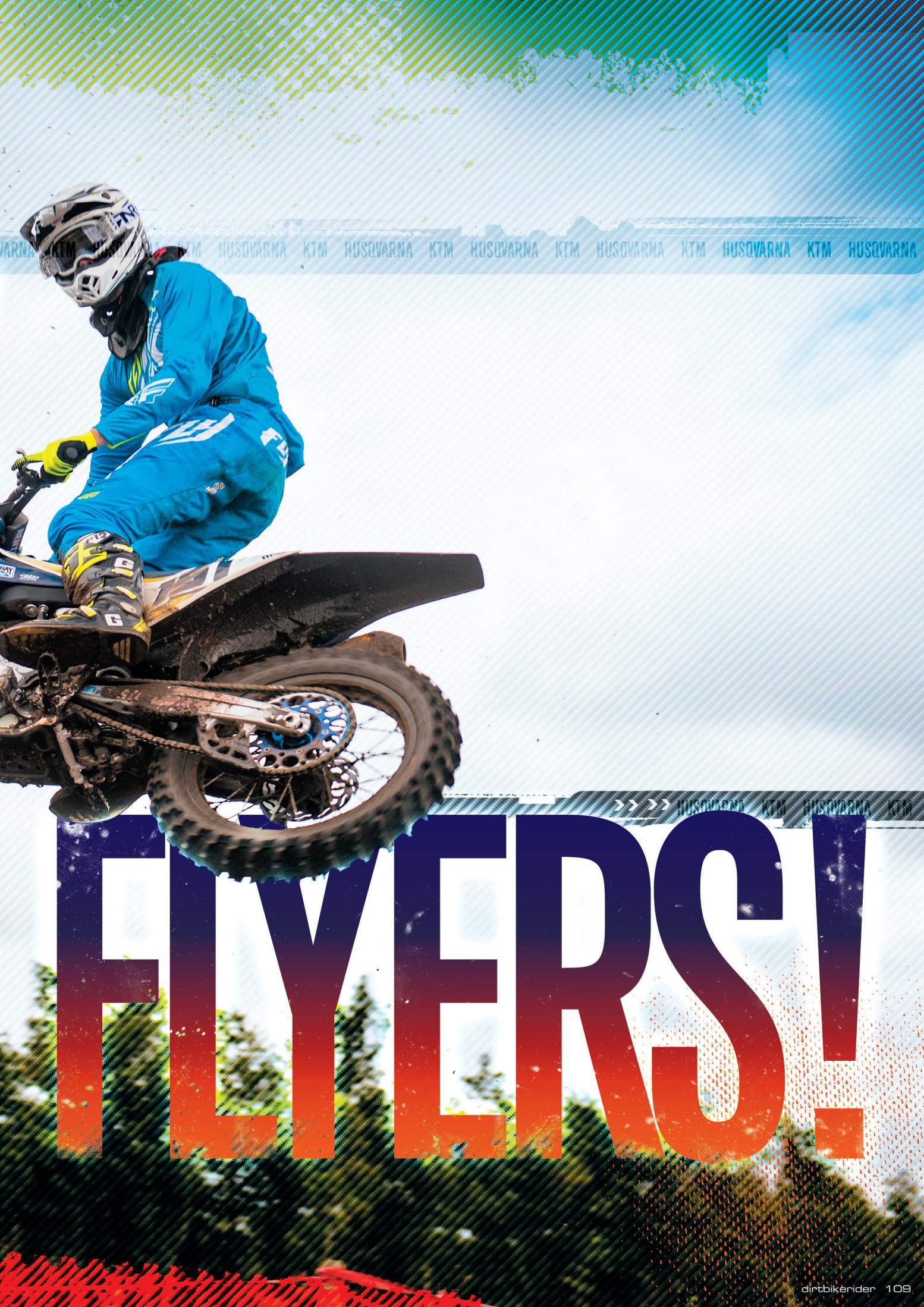
DBR
TESTED

FACTORY



DBR test wizard Ryan Houghton takes the factory bikes of Jeffrey Herlings, Pauls Jonass, Harri Kullas, Tommy Searle, Todd Waters, Max Nagl and Tony Cairoli for a spin...

Words by Ryan Houghton Photos by Ray Archer and Bavo Swijgers





**VISIT US FOR OUR
CHRISTMAS SPECIALS**
BIKES NOW IN STOCK



01494 446 580

www.cmpracewear.com



DCR DAVE
CLARKE
RACING

DCR RIDER MATT WINSTANLEY 2014 & 2015
BRITISH SUPERMOTO CHAMPION

**Largest Stockist Of Michelin
Off Road Tyres In The UK**

Sherco Dealer • Husaberg Specialist

Full Workshop Facilities Including

- Engine Rebuilds • Forks and Shock Servicing
- On site Dyno Test Facilities • Crank pressing • Alloy Welding

with thanks to @2014 SPORTS EVENTS LIVE for the photo



Heath House Farm, Off Long Moss Lane, New Longton, Preston PR4 4YS

Tel: 01772 612118 Fax: 01772 619957 Email: dave@daveclarke racing.com www.daveclarke racing.com

Harri Kullas' race bike is a real thing of beauty and goes like stink too



With the year coming to a close this is usually my chill out time before getting back into training next month ready for the new season.

But then the phone goes and it's Sutty wanting some back-to-back testing done in Holland and Italy on the factory Huskys and KTM's. Not a bad life I thought to myself as I packed my Gaernes into my kitbag ready for the trip.

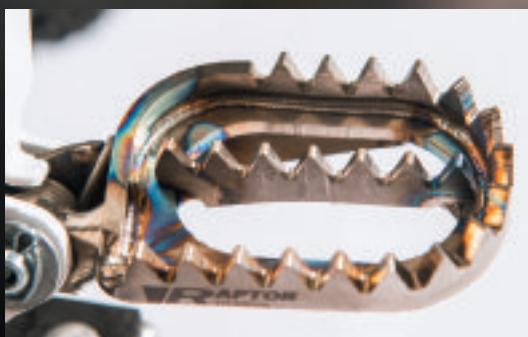
First stop was Eindhoven and a track near the airport called Veldhoven. I have practised there a lot so I know how I like my bikes to perform around the track. The sand is pretty brutal and provided a great place to put the Husqvarnas through their paces.

I got to have a thrash on a Jacky Martens-tuned 250 as ridden by Harri Kullas at the final few GPs, Todd Waters' IceOne 450 and the one everyone wants to know about – Max Nagl's GP-winning FC450.

We'll start with the FC250 and what immediately struck me was the power. It's just crazy. It has real torquey power but it performs best when you rev it hard. I've never ridden a bike that revs like it. It just goes and goes and goes. And it sounds the nuts n'all. I actually thought I was over-revving it a bit during my first session but Jacky reckoned I wasn't even close.

I love the style of the stock Husqvarnas and the factory machines are no different but you'd expect no less. What I did find a little strange was the suspension but we can make allowances for that because Kullas is clearly never gonna smash the bathroom scales.

I found the WP shock really soft. The back squatted quite a bit and the front forks were soft too. The WP units felt quite washy coming into the corners but it's set up for a small guy like Harri and it clearly works for him. As it



CARBON FIBRE PARTS

EACH PART MANUFACTURED IN THE UK FROM SPECIALLY SELECTED CARBON FABRICS AND RESINS TO CAREFULLY MATCH PERFORMANCE REQUIREMENTS

- \ BASHPLATE
- \ SWING ARM PROTECTOR
- \ UPPER FORK PROTECTOR
- \ TOP UPPER FORK PROTECTOR
- \ TALL FRAME PROTECTOR
- \ LOWER FORK GUIDE
- \ IGNITION COVER
- \ TANK COVER
- \ SPROCKET COVER
- \ CALIPER PROTECTOR
- \ BOMB GUARD
- \ EXHAUST GUARD
- \ FRONT DISC GUARD
- \ REAR DISC GUARD
- \ SKID PLATE

FOR DIRTBIKE RIDERS

www.pro-carbonracing.co.uk
Call 07810 870 975 // 07766 143 296
LIKE US ON FACEBOOK

Made with Pride & Passion in Milan, Italy

Quality without compromise

PRICES FROM £4,899.00 Inc Vat

Distributed in the UK by HQB Sport and Leisure Ltd, 01264 889 012
sales@swmmotorcycles.co.uk
www.swmmotorcycles.co.uk



Ryan thought Max Nagl's set-up was strange with super-low handlebars and the levers up from level

turns out I didn't give a monkey's about the suspension because I had all that power to play with. It truly has monstrous BHP for a tiny single-cylinder engine.

I'll move onto Max Nagl's powerhouse GP machine now and, simply put, it's a fantastic motorcycle and I can see why Max was a real title contender early in the MXGP season. It looks as good as anything in the paddock and boy does it move. Of course, it's not perfect - well, not for me anyway – but there's no doubt how it fits wonderfully around the skills of the diminutive German.

On the power front Nagl's FC450 has so much torque it could pull your house over. When I spoke to the team they said that Max doesn't like to shift gear as much as other riders and I could tell that the moment I got going but it's quite a strange feeling at first. I basically banged it into fourth gear and left it there. It's

just so smooth with long, torquey power and when you grab a handful of throttle the bike doesn't want to fly from underneath you so you feel pretty much in control at all times.

Max has a pretty odd set-up. I know I'm a big guy but it didn't feel like I was getting on a 450 at all. He runs super-low handlebars and has his levers a little bit up from level. His front brake is strong but not so it wants to tuck under which gives you great confidence.

From my point of view the bike felt a little cramped when standing up but that's clearly down to the size of the pilot. Max has his gear and brake levers high which is where I like them.

For me the suspension was too soft. I felt like I was always too low down in the stroke so when I hit a bump the suspension had no travel to go through which is a bit of a cow round a track like Veldhoven.

Of course, the greatest part about this bike is its power. When you get into a corner it seriously hooks up – it really is like a rocket. Around berms and through ruts it would track perfectly and I got such good drive on this bike and with Max having the bike produce long, smooth power it is an absolute weapon.

The final machine in the Husky showcase is Todd Waters' FC450 and at last I get to ride a bike meant for a bloke with big bones. I loved everything about Todd's version of the motorcycle.

The differences between the Aussie's and the German's set-ups are stark. The handlebars are set pretty centrally and Waters has his levers really close to his fingers which I thought I would hate but I actually loved. When you pull the levers in they hit your other fingers but the thing is it works and felt so comfortable that I'm going to run my levers like that next year.





AT THE END OF THE DAY, THE GRAPHICS KIT WON'T MATTER.

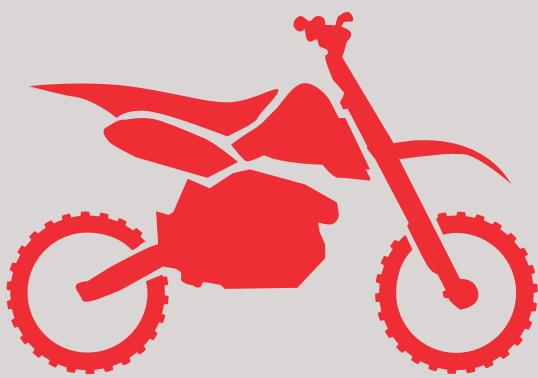
Available for most 2014 models, Honda, Husaberg, Kawasaki, KTM, Suzuki & Yamaha

A piston kit that features rolled-on MOB2 coated skirts for increased longevity and decreased friction, a machined smooth head for a more even burn, and an anodized dome for greater surface strength and increased heat transfer. All of this really comes down to one thing: engine components that meet or exceed OEM specifications at a fraction of the cost. So if what's inside matters to you, visit namura.com to learn more..

CONTACT YOUR LOCAL DEALER NOW!

www.ORO2U.com Dealers only please contact 01597 822 666 oro@btconnect.com www.NAMURA.com

INSURANCE FOR MOTORBIKE ENTHUSIASTS



Bikesure Insurance Services offer specialist policies, which we tailor to your own riding history and personal requirements.

Our quotes are competitive and we focus on finding you tailor-made insurance schemes which cut prices, not corners.

POLICY BENEFITS AVAILABLE INCLUDE:

- FREE Legal Expenses
- Great Value Multi-Bike Rates
- Laid-Up Cover
- Cover for Road-Legal Motorcross Bikes
- Cover for Bikes with Daylight MOTs
- Modification Cover

CALL NOW FOR A FREE QUOTE

0800 032 5350
bikesure.co.uk



AUTHORISED AND REGULATED BY THE FINANCIAL CONDUCT AUTHORITY.



This was also the first time that I could feel how good the factory WP suspension really is. It was set up immensely and as lame as it sounds all I can say is 'wow'. I could do everything faster – hit braking bumps, enter corners – and when you over-jumped to the flat nothing happened. Zip.

At first I kept bracing myself like I would on my bike but I just didn't need to. It was like landing on a cloud. Those big burly blokes from the old 500 days wouldn't know what to do with such a soft feeling – they're way too manly. Honestly, the little things kept adding up to help me stay so much more relaxed which is good for safety and overall speed.

I had to ride this bike in a drastically different manner to Nagl's as well. I was a bit busier changing gears and it has a much more aggressive power hit. I did find myself grabbing a bit of clutch mid-corner trying to stop the old girl getting away from me but in the sand that's how I like to ride.

Without any shadow of a doubt these bikes are all wonderful pieces of kit, you just might have to be of a similar stature to the factory pilots to really make the most of them. Saying that, with a bit of tweaking Joe Public would probably get a nice steady lap out of them. For me the 250 was the most fun but for sure Waters' set-up would suit most people.

Husqvarna has clearly done a mega job in the last couple of years and these bikes are the proof of a bloody lovely pudding.



The world's finest
carbon fibre
pipe guard,
now available in
Bi-Color Weave™
options, and
as always, hand
crafted in the USA!



IMPORTERS & DISTRIBUTORS

WWW.P3RACING.CO.UK

DEALER ENQUIRIES WELCOME CALL 01432 351392



GIVE YOUR KNEES THE
WINNING BRACE



For regular CTi updates find us at:

CTi Knee Braces

@CTiKneeBraces

FOLLOW ÖSSUR ON



TEL +44 8450 098 098

FAX +44 161 475 6321

CTIKNEEBraces.CO.UK

*This is probably the fastest
250F on the planet!*



Less than a week later I was on my travels again – this time bombing down to Mantova in Italy to test the factory KTMs – and knowing that I was actually going to get my leg over Jeffrey Herlings' 250 and Tony Cairoli's 450 did make me feel a little bit giddy. Yeah boy!

We'll start with the 250s and, just as with the Husky lads, Jeffrey Herlings and under-study Pauls Jonass run very different set-ups. The Dutchman's bike really lives up to all expectations and the key is its simplicity. The handlebars and levers are in a very neutral position and the rear brake is level with the footpeg which is how I like it.

The only thing that came over as a bit weird is that Jeffrey runs his gear lever really low so every now and again it was difficult to get the gears exiting corners – but who's gonna argue with the preferences of a kid who has won 47 GPs?

As for the suspension, Jeffrey runs his well plush. He uses a fairly firm setting and when you attack the track that's when it works the best. Clearly when Herlings is really on his game the bike is very stable and I felt well in control. It was a very predictable machine on all parts of the circuit.

Power wise the KTM 250SX-F is really strong. It works the same as the factory Husky 250 – plenty of bottom-end power – but when you wind it up you get the full force of that factory motor. It doesn't quite pull your arms out but you can see why the 250s – in the right hands – are more and more often able to run the same pace as the MXGP class.

In the unlikely situation that you go near Jeffrey's bike go steady with the front brake. His lever is really far out and extremely sharp and hard so when you pull the lever it has zero free play. Those brakes are unreal which makes them mega for endos. The same goes for his rear brake as well, he runs literally one or two



The predictable nature of Herlings' bike allowed Ryan to feel right at home...

KAMAR MOTORSPORT

SIDECAR MOTOCROSS SPECIALIST



YSS suspension



C & J Replica frame kits include frame swinging arm & bushes, foot rest mounts, steering head bearings, side panels, air box plates, crmo tubing

TIG Welded to high standard £1739+VAT Honda kits in stock Yamaha available now.
Importers for YSS and Reiger Suspension

ALL SUSPENSION SERVICED AND REPAIRED IN HOUSE

Most Units Tailor Made To Your Requirements

HONDA RED ROCKET, MAICO 490, YZ465 AND RM125 MONO SHOCKS AVAILABLE FROM STOCK
ENGINE REBUILDS AND WASP CHASSIS PARTS
TRADE ENQUIRIES WELCOME

Call Kamar Motorsport on:

01420 23325 or 07974 911502 (Mark)

www.kamarmotorsport.co.uk

or email us at: goodall@kamar.wanadoo.co.uk



NOW SOLE UK DEALER FOR W-TEC
RACING QUAD CHASSIS. P.O.A.



ADVANCED CYLINDER TECHNOLOGY

Repairing Chrome, Plated and Electrofused engine cylinders at substantially less than cost of replacement.

Impeccably high standards and guaranteed workmanship
Suppliers & Sponsors to Championship riders

Unit G, The Link Centre,

Oldmixon Crescent,
Weston Super Mare
N.Somerset,
BS24 9AY

Tel: 01934 612226

Fax: 01934 612225



Before



After

www.langcourt.com
Email: ukoffice@langcourt.com



millimetres of free play.

Moving onto Jonass' machine and it's another weird cockpit. The Latvian – second in the world don't forget – has his bars right on his lap and he runs his levers above level. It's so strange that I asked his mechanic if another tester had crashed the bike before but he explained that it's how Pauls likes things.

Once I'd ridden a few laps the positions started to grow on me and I could concentrate on the main characteristics of KTM's leading MX2 machine from this season.

Regarding the power output, it felt a little more aggressive than Herlings'. The power hit was harder although I still feel that the Husqvarna version was probably the fastest that I rode all week. Pauls actually runs stock handlebars and stock footpegs and a low seat but the rest of the bike is in a different league to the production machine.

The suspension is immense but run a little softer than Herlings' and, of course, that motor is pretty much perfect.

The 250SX-F weighs only 98kg dry and that

Ryan wasn't a fan of Pauls Jonass' set-up with low handlebars and high levers





The seat-bump on
Tommy's bike inspires
confidence



Tommy's 350 knocks
out 62bhp – impressive!





Ryan reckons Tony Cairoli has a really impressive weapon – we hope he's on about his full factory 450 SX-F...

sure helps while chucking it around and even I found myself pulling off some decent whips on these little beauts.

Moving onto Tommy's 350 and KTM has produced another nicely set up machine. Everything was pretty neutral from a rider's perspective and I liked the bump in the seat – it was really nice to push into exiting corners and something you wouldn't normally think about.

I was expecting the power to be a lot more aggressive but it is actually way softer than you'd imagine a full-on GP bike to be. The mid-range power was so nice that I found myself riding it more like a 450 rather than revving it and riding it really hard like a 250.

The 350 puts out 62bhp which is hot on the heels of the 450 version and that's what makes it such a corking bike to ride.

Finally the daddy of them all – Antonio Cairoli's 450. After having so much competition this year in MXGP, Tony finally had to grab some extra horses in order to stay ahead of the pack and he won his first GP on the bike but things eventually went awry in his title campaign.

That's not the fault of the machine and I loved it. With the eight-time world champion looking

for something extra over his 350 machine I was expecting it to be a bit of an animal but it was very much the opposite.

The engine had lovely bottom to mid-range power delivery. You never get that sharp hit and on a 450 that's a real nice feeling.

Tony runs a shorter rear shock which is actually the same as Nagl was running. The corner speed I could carry was mind-blowing and the bike stays really straight – the rear end didn't slide or spin up which can only be good for lap times.

I practised some starts on all the bikes but on Cairoli's 450 I felt like I could holeshot any race. The front end didn't lift, it had very little wheelspin and I was able to stand up directly after the gate and start shifting my weight backwards really early.

The 450 is really light – it only weighs 104kg bone dry – and develops 64bhp of usable power.

Despite this season's setback, with machinery like this I don't think it will be long before KTM is soon picking up world titles again. They are truly brilliant bikes that anyone in the world would have a blast racing.





*It's not just fire-breathing 450s
you'll see at arenas around the UK*

Fast-paced, full-throttle action makes a powerful return to the UK early next year when the 2016 Monster Energy Arenacross Tour powered by Ford Ranger gets underway, pitting former AX champs against a wave of new and eager pro teams, one of which will include legendary American AMA Supercross ace Mike Brown.

The tour is poised to deliver 11 rounds of indoor motocross racing at its very best, at seven major UK city arena venues. Kicking off at Manchester Arena on January 2, the tour will run over an evening and afternoon at the SSE Hydro at Glasgow, two evenings at SSE Arena Belfast, an evening and afternoon at the Genting Arena, Birmingham and Metro Radio Arena, Newcastle and one night at Sheffield Arena, before climaxing at London's SSE Wembley Arena on Saturday February 27.

We've all experienced those race-devoid weekends, longing for spring and the arrival of the outdoor season so we're pretty stoked to

hear that Arenacross is back. Not only will it be a much-needed high point in an otherwise quiet time of year but it will be fuelled with full-on racing from top-level, manufacturer-supported professional teams as well as plenty of privateer entries.

Now in its fourth year, the all-new tour is set to take Arenacross to a whole new level with tightly-packed classes battling it out for victory in what has become a highly popular, early-season British championship series.

The contest is on virtually from the moment the doors open. With its highly-charged atmosphere, thumping beat, laser lights and commentator hype, you're left in no doubt that to be an Arenacross spectator you're as much a part of the show as the racers and freestyle riders.

The moody lighting, Monster Energy girls, strategically-placed Ford Ranger trucks, LEDs, fireworks and building noise all help to shape expectation and when the competitors burst into the arena, it's a case of full-on,



Harry Kimber will be one to watch in the all-new Supermini division

With an international line-up featuring all three previous champions the 2016 Arenacross Tour is shaping up to be the best ever — are you ready for Arenacross?

Photos by Nuno Laranjeira

high-octane, no-holds-barred fun for a good few hours. It really doesn't matter whether you're the most clued-up off-road aficionado or not. Believe us, we've been there and can think of few better ways in which to lock out the winter blues.

There'll be loads of opportunities to get on your feet and cheer the mighty and mini racers and to also sit back and watch in awe as the FMX boys place bodies and bikes in seemingly impossible airborne situations, throughout closely choreographed routines.

The Inside Line

X-Bladez Husqvarna-mounted American supercross ace Mike Brown is back in the UK! A former AMA Motocross champ and top runner on the World 125 motocross scene, Brownie is best known to British motocross fans for winning the 125cc British Championship in 2000 and the MX2 class in 2007, beating a young Tommy Searle in the process. Although now in his 40s, Brown's

kept himself ultra-fit over the years and has been polishing up his start-gate techniques. In keeping with Arenacross rules, there will be another member of the XBladez Husqvarna team to be announced shortly.

Underlining the stature of the UK Arenacross, top-level international racers from across Europe have signed up to take on the AX challenge. French indoor specialist and 2015 Arenacross victor Thomas Ramette joins forces with fellow countryman Cyrille Coulon under the SR75 Molson Suzuki banner which next year has official support from Suzuki GB.

These accomplished indoor stars will have to be ultra-quick off the start-line though as the 2013 Arenacross champion Adam Chatfield is back on home turf and at the top of his game. Joined at Buildbase Honda by last year's runner-up Angelo Pellegrini the pair will be going all out to stop the French pairing in their tracks as will hard-charging Estonian Tanel Leok and fast Fin Harri Kullas who'll be mounted on MVR-D Husqvarnas. LPE

Kawasaki's Florent Richier took the third step on the 2015 Pro class podium and alongside 2014 champ Fabien Izoird will give the 2016 Arenacross tour a truly international flavour.

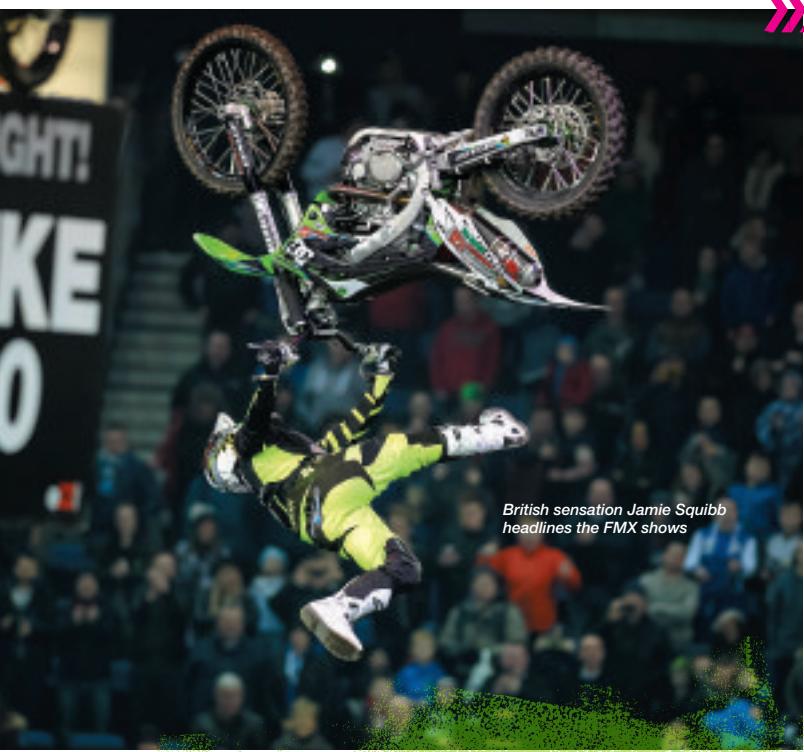
Rounding out the Pro class are Matt and Chris Bayliss, Ashley Greedy, Jordan Booker, James Dunn, Cedric Soubeyras, Jack Brunell and a few more yet to be announced.

It's not all about the Pro riders though as mini racing gladiators from as young as seven and riders representing all corners of the UK will be out to lift the individual class crown across their respective classes.

Arenacross promoter e22 Sports recently announced some pretty major racing format changes for the 2016 tour which according to the MCF – the licensing body which affiliates the series – will widen its appeal. The all-new AX Pro Lites class will incorporate the Rookies class with an age limit of 23 rather than 18 as in previous years. The two 85cc classes will combine to create an AX Supermini 85cc group for riders from 10 to 15 years and the AX Youth >>



Edgar Torronteras will be
entertaining huge crowds
throughout the full tour



British sensation Jamie Squibb
headlines the FMX shows





Junior 65cc will cater for the youngest members of the tour who generally get the biggest cheer. These guys are aged from seven to 10.

"Arenacross has been overwhelmingly popular since we launched in 2013," reckons MCF Manager Roy Barton. "But we feel we can make it even better and give talented riders the chance to develop and stand a stronger chance. We felt that unless you were a top class pro rider, you really didn't have a chance to step up from being a Youth rider to safely compete at the higher level and so we've stretched the age limit to 23 to give the younger guys a chance to eventually earn their place on a Pro Team."

Of the 2015 individual group winners, Harry Kimber, big wheel 85, and Kurt Griffiths, small wheels, have both signed up for next year's tour. Under the new rules, they'll both be in the same class and so the stage is set for some close racing when the gate drops in January.

There's no business like show business

Away from the racing, the crammed tour programme will include radical freestyle action where the giants of the FMX world will showcase their breath-taking skills. This element is a major ingredient of the winning Arenacross recipe and it all takes place some 40 feet above the track.

A series of jump-offs will see the likes of Jamie Squibb, the UK's most successful FMX rider, push his Kawasaki through a set of seemingly impossible manoeuvres while Yamaha-mounted Edgar Torronteras will be throwing out his massive trademark whips.

The jump-offs will determine who is the baddest dude in the air before an insane and frenzied freestyle free-for-all in will see the riders hit the purpose-built ramp in close succession to try and outdo each other with their tricks and backflips.

Joining Squibb and Torronteras in their crazy airborne antics will be the Czech Republic's Petr Pilat, Australian Pat Bowden as well as Dan Whitby, Samson Eaton, Arran Powley and Dave Wiggins – all from the UK.

The Arenacross Tour sold out to over 50,000 fans in 2015. With the additional shows taking its spread to eleven nights, organiser Matt Bates reckons the series could be looking at reaching a potential capacity of over 80,000 spectators, which, in our books, can only be good news for off-road sport as a whole.

"As much as Arenacross is a show we also have to keep the competition part of each event true to the sport of motocross," says Matt. "We want the best riders, the best battles and the best development centre to keep growing the tour and to keep our audiences entertained. We're thrilled with our new race formats, the quality and skills of all our competitors and the support of the industry. Bring on January, we're ready to roll."

The 2016 Tour kicks off at 7pm on Saturday January 2 in Manchester. Tickets are on-sale now and are available from www.theticketfactory.com or by calling 0844 338 8000. Tickets are priced from £21.60 for adults and £11.70 for children plus a £2.55 fulfilment fee. Family and VIP tickets are also available.

For more information check out www.arenacrossuk.com



NEW BIKES



WE'VE GOT YOUR CHRISTMAS WRAPPED UP!

But not literally...
Don't forget the wrapping paper!
You'll need at least 4m²

Electric trials bikes for 3 - 12 year olds
Available in 12.5, 16.0 & 20.0 sizes



LATEST GEAR



www.osetbikes.com/gb
info@osetbikes.co.uk



0843 289 2890



WASHBROOK Farm Motocross Track

Benwick Road, Doddington, March,
Cambridgeshire PE15 0TY

Web: www.washbrookfarmmx.co.uk
E-mail: sales@washbrookfarm.co.uk

Tel: 01354 740442

Prices: £30 Adults, £25 Juniors, £20 Autos

Surface: Gravel based loamy sand

Shop: Yes. Fully stocked and workshop for servicing and repairs open 8am – 5pm Monday to Saturday

Catering: Libby's Burger Van

Kids track: Yes

Bike Hire: Yes and Try Out days for 6 to 60 year olds with ACU Coach

Coaching: Yes, with ACU coach

Jet Wash: Yes – two available

Toilets/wash block: Brick built toilets with basins available (separate Ladies and Gents)

Opening times: Most Saturdays and certain Wednesdays 11am - 4pm. Ring, see TMX or look at our website

Safety: Trained medical staff, First Aiders and Marshals

Session length: 20 minute sessions (dependent on numbers)

Groups: Infant to Expert

MXGRAPHICS.CO.UK
01342 811480 



NEW!

MXG RACING **MX GRAPHICS**

sadd MX SADDLEWORTH MOTOCROSS 

1st FOR

SERVICING/REPAIRS/ACCESSORIES
Free delivery on orders over £150

WE HAVE OVER 60 USED MX AND ENDURO BIKES IN STOCK

01706 848 946
UNIT 1 | MOSS INDUSTRIAL ESTATE | HEYSIDE | OLDHAM OL2 6HR
saddmx.com

OAKFIELD RACING



MOTORCYCLE IMPORTERS

All Brand New '16 Models

Prices Include VAT & are UK Spec

Kawasaki KXF 250	£5699	Suzuki RMZ 250	£5500
Kawasaki KXF 450	£6100	Suzuki RMZ 450	£5600
Honda CRF 250	£5999	Yamaha YZ 250 L/C	£5950
Honda CRF 450	£6100	Yamaha YZF 250/450	£CALL

We have over 15 years experience in importing off road bikes.

We will try to beat any genuine quotes
Trade Enquiries Welcome

07966 285821
www.oakfieldracing.co.uk

ANSR    
DUNLOP EVS

Large range of used offroad bikes

2016 CRF 450R

0% finance

2016 models in stock now!

TRM

www.trmracing.com **0% finance**

0% Finance on all 2016 Honda models

Phone 01406 422430

ORDER GENUINE
KTM
PARTS ONLINE!

2016

MODELS
OUT NOW
CALL TO
ORDER
YOURS!

WWW.JIMAIMRACING.CO.UK

Tel: 01787 460671

SWAN STREET, SIBLE HEDINGHAM , ESSEX, CO9 3PT



EASTWOOD RACING

HONDA
The Power of Dreams



Main Dealer

WISECO
Performance Components

UK IMPORTER SINCE 1981

www.wiseco.co.uk

CRF250 & CRF450 2016 & SPECIAL EDITIONS NOW IN STOCK!!!

Same Day postal service on
Honda & Wiseco parts
Trade & Retail Supplied



London Road, Swanley, Kent, BR8 8BY

Tel: (01322) 662426 / 669469 Fax: (01322) 614330

Email: wiseco.uk@btconnect.com | Website: www.wiseco.co.uk



Middleton Since 1976

ABSOLUTELY! POSITIVELY! DEFINITELY!

If it's trick, WE DO IT!

The largest Selection of MX & Leisurewear in the country.

Tel 01173 748 045 / 852 455 | www.middletonmx.com
21 Nottingham Road, Ripley, Derbyshire DE5 3DJ
Mail order specialist / All major credit cards taken

2016 SHIFT Troy Lee Designs Thor GEAR NOW IN STOCK

Airoh Oakley Arai 100% Acerbis DUNLOP SHOEI PROTAPER EVS SCOTT alpinestars Astorish

SILVESTERS

FOR YAMAHA

MOTUL | **SPARES** |

FAST MAIL ORDER
ALL TYPES OF SERVICE WORK UNDERTAKEN

01484 683665 or 686683

www.silvestermx.com

In Herts, Beds & Bucks



2016 MODELS IN STOCK NOW



CRF 250R

**0% FINANCE AVAILABLE S.T.S.
CALL FOR DETAILS**



Montesa Stockists

CRF 450R

HMC
HERTSMX.COM

We also hold a stock of Used Machines.
Call for details or check out the website

**Call 01462 486580
www.hertsmx.com**

denniswinter.com

on & off-road sports outlet



2016 MOTO COLLECTIONS IN STOCK



For sales & advice call 01964 542281
or visit: www.denniswinter.com

RACING
Midwest

**Husqvarna®
MOTORCYCLES**

FC250 | FC350 | FC450
TC85 | TC125 | TC250

2016 MOTOCROSS RANGE

CALL MIDWEST TO RESERVE YOURS TODAY!

WWW.MIDWESTRACING.CO.UK | 01225 791179

BIKE RACKS
Car racks £67.95 inc. p&p. Van/motorhome racks £72.95 inc. p&p, 4x4 racks £79.95 inc. p&p, Junior racks 50cc - 80cc, Senior racks 100cc - 600cc. Fits any vehicle with British standard towbar and you can still tow with the bike rack in use. Made from strong 4mm British steel tubing, mig welded and finished in protective enamel. Bike is carried at towbar level to avoid grounding when in use. Lightboards, tie down straps available.

CHOICE OF 4 COLOURS
ALSO AVAILABLE ZINC PLATED

TRAILERS
Single bike £259.00, Double bike £318.00, Triple bike £399.00, Quad trailer £365.00. Prices include lightboard and ramp. All prices include VAT. Spare wheel £29.50 extra. Trailers come with independent suspension, clip-on loading ramp, tie-down loops, wheel support clamps, security locking facility, removable lighting and six enamel colours. NEW wall mounting brackets to hang your trailer on your garage wall £15.00 per pair.

DELIVERY SERVICE AVAILABLE

NOW MEETS NEW REGULATIONS

DAVE COOPER
Unit 7, Pettings Court Farm, Hodson Street, Wrotham, Kent TN15 7LH
Tel: 01732 820082 (daytime), 07860 702112 (mobile) www.davecooper.co.uk

RUDDOCK RACEHOMES

HIGH SPEC RACE HOME CONVERSIONS
TO ANY PANEL VAN FROM £5000-£12,000

AWNINGS

- The latest model Fiamma in stock
- Lowest prices anywhere
- Free technical advice
- Free bracket and fixing advice
- Fast spare part supply if needed
- UK made-to-measure heavy duty sides or Fiamma own privacy sides and fronts

DIY CONVERTERS

We stock all items inc. windows, water tanks, fridges, blown air heaters, wheeltrims, roof vents, hot water systems, pumps, TV aerials etc...

GIVE KEV A CALL ON **01189 596104**
W/SHOP OR **07774 127 714** MOBILE

Budget pull-outs FROM £60

FIAMMA SPECIALIST SINCE 1988

BUY STUFF



VAMPIRES ROCK
MOTOCROSS
THE GARAGE
GREAT NORTH ROAD
SOUTH MUSKHAM
NEWARK
NOTTINGHAMSHIRE
NG23 6EA

TEL: 01636 678533



2016 F16 FLY
KIT IN STORE



tm
RACING

TM 85 2015
ORDER NOW!

OFFICIAL DEALER



IN STORE 2016:
TM 85/SW/BW, TM 125,
TM 250F, TM 300 EN,
TM 85 2015 £3,000

WWW.VAMPIRESROCKTMRACING.COM
CALL & TRY BEFORE YOU BUY TODAY!

ÖHLINS 2016

OFF ROAD SUSPENSION RANGE
In stock at the UK's No.1 Centre

Trade enquiries welcome

"working hand in hand
with Öhlins since 1983"

ÖHLINS

official UK Distributor



ADVANCED SUSPENSION TECHNOLOGY
KAIS OHLINS UK



Tel: 01942 896366 www.kais-ohlins.co.uk

KAIS Suspension Services Ltd, Punchbowl Garage,
Atherton, M46 0LT Email: jwg@kais-ohlins.co.uk

WE'VE SEEN THE FUTURE
AND THE FUTURE'S
BLUE

IN STORE 2016:

TM 85/SW/BW, TM 125,
TM 250F, TM 300 EN,
TM 85 2015 £3,000

INTA TRIALSPORT

New and Used
Trials Bikes in stock

Full Range of Clothing,
Parts and Accessories

Kent's Trial and
Enduro Specialist

www.intabikes.com

Tel: 01622 688727

99-107 UPPER STONE STREET, MAIDSTONE, KENT, ME15 6HE

RAGE

YOUR RAGE

THE RAGE



RIDER: ROSSI BEARD

© David Milano

ARE YOU *Judd* ENOUGH?

RAGE IN ASSOCIATION WITH WWW.JUDDRACING.COM





BEST OF BRITISH!

HOW THE BSMA PLAN TO BOUNCE BACK TO PROMINENCE ON THE YOUTH MX SCENE...

Just 10 years ago the BSMA and BYMX championships rated as absolute tops – the two series every aspiring youth racer wanted to make a mark in.

But in 2016, with a plethora of national championships on offer, the BSMA isn't the force it used to be. Make no mistake though, they are fighting back and after two years of running a clubman-style national series change is on the way. Rage asked BSMA mover and shaker Mark Fereday from Bridgestone UK for his thoughts...

Rage: Why did Bridgestone Tyres choose to be involved with the BSMA?

MF: "We considered many approaches when re-entering the MX market but decided that supporting at grassroots level would be better. Not only for us as a company where we are supporting riders who actually buy tyres but for the lads and girls that race at these events who will receive our support which provides them with a championship that is competitive and professionally run.

"We can hopefully play our part in supporting a championship that will produce the next champion of the future - as has happened in the past when all the big names of old actually graduated and learnt their skills with the BSMA."

Rage: Not so far back the BSMA national championship was the equal of any other series. How do you think it compares today?

MF: "In the days when the BSMA was the championship to be part of, all riders aspired to be successful in the series which gave them some real recognition and sometimes attracted sponsorship deals. In an era where more associations have set up it has diluted the series but after two years of reintroducing the championship as the clubman's

series it is now time to launch the series as a top-level national championship.

"Many riders that are new to the BSMA are being attracted to register for 2016. We feel that along with all the hard work that the BSMA have put in, the involvement of the world's largest tyre manufacturer will help to improve the credibility of the series."

Rage: Do you have memories of competing with the BSMA?

MF: "I have a real soft spot for the BSMA having competed with the organisation during my schoolboy days, winning my first-ever championship with them in 1975 on my 50cc Aspes! So being involved in trying to make it the biggest and best championship – as it was back in the day – means a lot to me. My dad was heavily involved with the BSMA when I was young and was secretary for many years so to be able to get involved again is something that I am very passionate about."

Rage: Taking a look at the Bridgestone team of riders and their success in 2015, you must be really pleased with them.

MF: "We are absolutely delighted with the performance of our sponsored riders in 2015 and also very happy with the way they have professionally represented the brand as well as performing superbly on the track.

"It is important to us as a company that we work with riders and their families who understand the tyres and can explain how much of a difference fitting a quality tyre can make to the overall performance of the rider. Also, they have all taken part in Bridgestone corporate events this year representing us professionally."

Rage: Who's on the team for 2016?

MF: "It's the same squad as in 2015...

"Jack Timms in Adult MX2. Jack won the BSMA AMX title in 2015 after a season-long battle with Rob Yates.

"Rob Yates in Adult MX2. A very talented lad who has a massive desire to win! He has been with us from the start of re-entering the MX market. A tremendous third in the British MXY2 championship in 2015 has made us all very proud of him.

"Silje Otte in Seniors. The Girls national champion in 2015, she grew massively in confidence as the season progressed.

"James Hanscomb on a BW85cc. A lad that is going to be one to watch for the future who is learning every time he rides the bike. This lad is a natural and has the potential to go all the way.

"Morgan Evans on a SW85cc. Young Morgan is a real winner and never satisfied when he hasn't won but he rode sensibly and consistently to make sure he won the Bridgestone BSMA 65cc championship in 2015. He also represented us at the arenacross and at the Junior world championships. An all-round brilliant ambassador."

HOT DATES

2016 BSMA series schedule

March 19/20 – Brookthorpe

April 16/17 – Wroxton

May 14/15 – FatCat

June 11/12 – Shawbury

July 9/10 – Pontypridd

Sept 3/4 – Penybont

ARE YOU **Judd** ENOUGH?

RAGE IN ASSOCIATION WITH WWW.JUDDRACING.COM



ROOKIE RIPPER!

HOW YOUNG GUN JAMES ORCHARD IS CREATING RIPPLES IN HIS VERY FIRST SEASON OF RACING...

Coming into the sport as a complete beginner at 13 before hitting the top in double quick time is Jack Bintcliffe's amazing story over the last couple of seasons. Hard work and dedication certainly delivered for Jack, now 12-year-old James Orchard is hoping to go down a similar path.

This year, his first season of MX competition, things ended really well for James and he cracked the top 15 at Mid Sussex MXC events. In his final outing of the year James actually finished 13th to demonstrate how much he's come on.

Mid-season he suffered a serious setback when his '14 SW85cc Kawasaki was stolen along with his BW85cc spare machine. After getting over the immediate shock the next step was to find a way of keeping the race programme going. A borrowed machine was the initial step but finding a replacement which could be set up for him was the real need – and that's where Kawasaki UK stepped in.

A phone call to Ross Burridge at Kawasaki resulted in a low-hours '15 machine delivered in days but not before James was forced to sit out a round of the club championship.

Riding at the very same Mid Sussex club as his hero Tommy Searle, James is a massive fan and it's his dream to follow in the Searle wheeltracks. Rage had a word with James together with his dad Allen, a former Australian national-level racer who now works in the R&D department at McLaren.

Rage: Hi James, tell me a bit more about your first steps into racing...

JO: "Well, for my eighth birthday I had a 50cc Auto but I didn't race or anything, I wasn't that into it back then. It wasn't until the very end of the 2014 season that I had my first my races, just two try-out meetings on a 65. Then we got the '14 Kawasakis. At practice tracks dad used to ride on the big-wheel bike, following me around to begin with and making sure I was safe and watching over my technique."

Rage: Hi Allen, having bikes stolen must be the worst experience. Were they ever recovered?

AO: "No, we never got them back. With my past racing experience and working at McLaren I make sure the bikes are set-up and mechanically spot on, now I'm making sure security is a top priority too."

Rage: What's the racing/training plan for the

winter period James and do you fancy any of the 2016 national series?

JO: "Lee Dunham is my trainer and we are going back to some tracks I have ridden before to monitor improvement in lap times. We might fit in a few race meetings before the start of next season and depending on progress we will make a decision on national racing. I'm really looking forward to racing stuff like the BYN and as a longer term aim we have talked about going to America for Loretta's."

Rage: As a former top class racer yourself Allen, what's impressed you about James' fledgling steps into racing?

AO: "As an engineer I am constantly trying to optimise his bike's performance and set-up and it blows me away that at 12 years old he can pick up most tweaks I do after just a lap without me telling him. James recently told me that his plan is to become a test rider for a manufacturer and also do product reviews for magazines."

Rage: Thanks for all that guys - all the very best for 2016 and we'll certainly let you know if that job becomes available...



Judd
Motocross
Racing



TMX Annual & 2016 Calendar

A whole year's worth of off-road action for just £15

**TMX Annual
ON SALE**



JUST
£6.35
INC P&P*
(UK ONLY)



JUST
£15
INC P&P (UK ONLY)
SAVE £3.84

**Calendar
ON SALE**



JUST
£12.49
INC P&P*
(UK ONLY)

**Call 01524 385 982
or visit our website www.tmxnews.co.uk**

*UK postage only. Overseas postage rates available on request.



SPOTLIGHT ON...

LOUIE KESSELL #71



DOB: 20/02/2004 | HOMETOWN: LANNER, CORNWALL | SPONSORS: ST BLAZEY MX, HUSQVARNA, AMPED, MJW (MARK WOODAGE), RNR, DEP, RHINO GEAR, KES COMMERCIALS

In 2012 he was BYN and GT Cup 50cc Auto champion and the following season, his first on a 65, he took sixth in the Golden Tyre series. Finishing as runner-up to Eddie Jay Wade in the 2014 BYN and GT Cup 65s added to his growing reputation and in 2015 Louie Kessell was on the glory trail again.

As a rookie in the SW85 class he claimed the MX Nationals championship runner-up award, opening a few more eyes to his massive talent and potential. On the podium at the BYN opener he eventually took championship fourth in that series and went one better in the Route 77 series. For an 11-year-old, who could have still raced in the 65s, that's quite a haul.

Have no doubt though he's right up there with the best of the young generation coming through and is noted for his technique and style. Rage had a word.

Rage: Hi Louie, considering all the great results you achieved in 2015 it's a bit of an understatement to simply say well done! Did you exceed any personal expectations set at the start of the season?

LK: "I definitely did get better results than I thought I would. I was hoping for top 10 finishes in the British Youth Nationals. I ended up in series fourth in that one, third in the Route 77 series and runner-up in the MX Nationals so I have to be really pleased with that."

Rage: Are you sticking with the same main

sponsors as in 2015 and what competitions are you focusing on?

LK: "Yeah, I'm staying with my main sponsors – St Blazey MX, Husqvarna, MJW and Amped – which is great, I love the bike and the team. I'm in the SW85cc class again in 2016 with the main focus on the British Youth Nationals and MX Nationals. We can fill in around them with other selected nationals. As a goal I'm looking to win British titles."

Rage: Other than the obvious fact of having to travel further than most to events, does living in Cornwall throw up any other problems?

LK: "We do travel a lot but I don't really mind. I'm used to it now and I go to sleep on the journey anyway. There's only really two decent tracks close to me and no sand tracks which is a real problem. I need to ride more sand but the nearest is six hours away at FatCat so I don't get there that often."

Rage: Does your school take an interest in your MX achievements?

LK: "It's my first year at Redruth Secondary School and they're behind me a lot even though it's a bike sport. They have said they want to help me achieve my goals and when it's a national weekend they don't mind me having some time off to travel on a Friday."

Rage: Do you use a trainer and what will be the general routine over the winter period to get in shape for 2016?

LK: "I don't have a pro trainer, it's just me and dad sorting it out. Dad used to ride MX so he helps me with race lines and motivates me to do the best I can. I'm having a break now from riding bikes for a while. To keep fit I'm playing football for a local team and playing rugby for Redruth school which I really like."

Rage: What did you feel was your best race or most enjoyed meeting this year and which, if any, was a disappointment?

LK: "My best weekend was the Route 77 round at Landrake which I won. The best track was Hawkstone Park because of all the history and I was the first 85 to go up the big hill - that was cool. The most disappointing meeting was BYN at Desertmartin. I loved the track and was lying third overall after day one. Then in race one on day two I kept falling off, riding like a goon. I finished 21st and that dropped me to sixth overall."

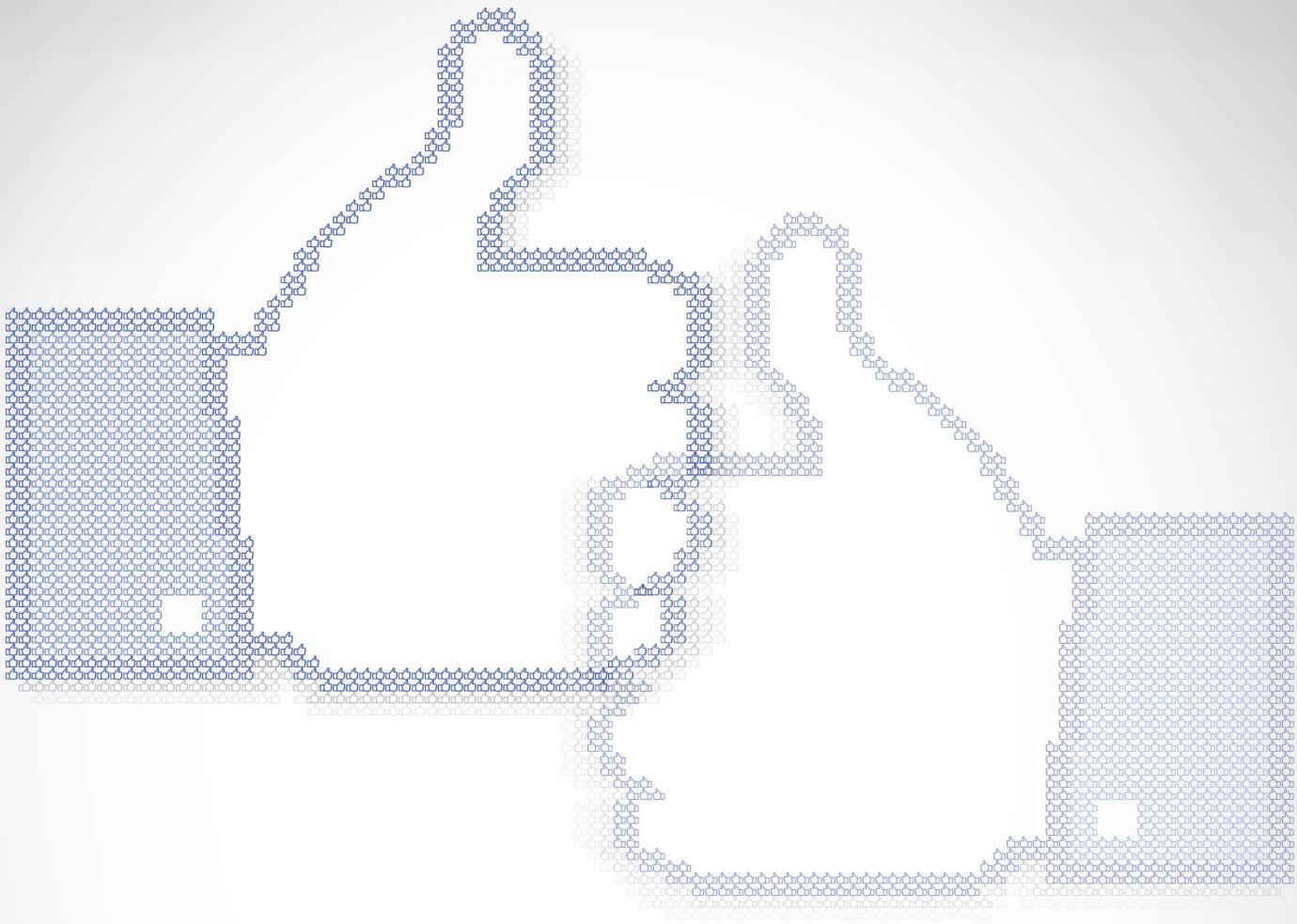
Rage: A final question to your mum and dad, Samantha and Larry. As parents of a young talented MX rider if you could implement one change in youth championship events what would it be?

M&D: "We actually think UK MX is going in the right direction at the moment. There's some great kids out there but there's definitely a need for an academy for the top national youth riders. Also, maybe stop practising on national tracks a few weeks before a national is there – we're sure that won't ever happen though!"

ARE YOU **Judd** ENOUGH?

RAGE IN ASSOCIATION WITH WWW.JUDDRACING.COM





We post our likes
You like our posts

With **370,000+** page likes and growing, you like what you see.
Thanks for your support. Keep diggin' the dirt.



facebook.com/dbrmagazine



ARE YOU READY?

We'll have the start of the 2016 race season in next month's mag with the opening round of the AMA Supercross series from Anaheim and the season opener of the Monster Energy Arenacross Tour which goes down in Manchester. We'll also have an awesome mix of exclusive interviews, a bike test or two and some other stuff which we can't remember right now. Whatever, it's gonna be a right riveting read so join us on January 15 to get your new year off to a positive start...

NEXT ISSUE ON SALE JANUARY 15

SUBSCRIBE ONLINE AT WWW.DIRTBIKERIDER.COM — AVAILABLE AT ALL WHSMITH STORES NATIONWIDE*

DON'T MISS AN ISSUE!

RESERVE THE NEXT ISSUE OF DBR AT YOUR LOCAL NEWSAGENTS

Please reserve a copy of Dirt Bike Rider Magazine on a regular basis commencing with the.....issue

Title/Mr/Mrs/Ms First Name..... Surname.....

Address.....

Postcode..... Daytime telephone number.....

* DEPENDING ON AVAILABILITY





Thor

THORMX.COM

DISTRIBUTED IN THE UK & IRELAND BY
MADISON.co.uk

TH
OR
16

REVEL IN THE ROOST

FOCUS ON THE FINISH
THE ALL NEW 2016 SNIPER GOGGLE.



4.5 HYDRA CHEST PROTECTOR

ULTIMATE HYDRATION, MAXIMUM PROTECTION



Racing
Fitment



Leatt Neckbrace
Ready



CE Certified
Impact Protection



RACE HF 2.0



ULTRA 750 HF



GPX 2.0 TRAIL WP



www.leatt.com

PROTECTION REDEFINED

302-152 | © Leatt Corporation 2015

Available from your local



Authorised Dealer